RAILFAN

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(ISSN 0163-7266)

MARCH 1982

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RAILFAN® & RAILROAD

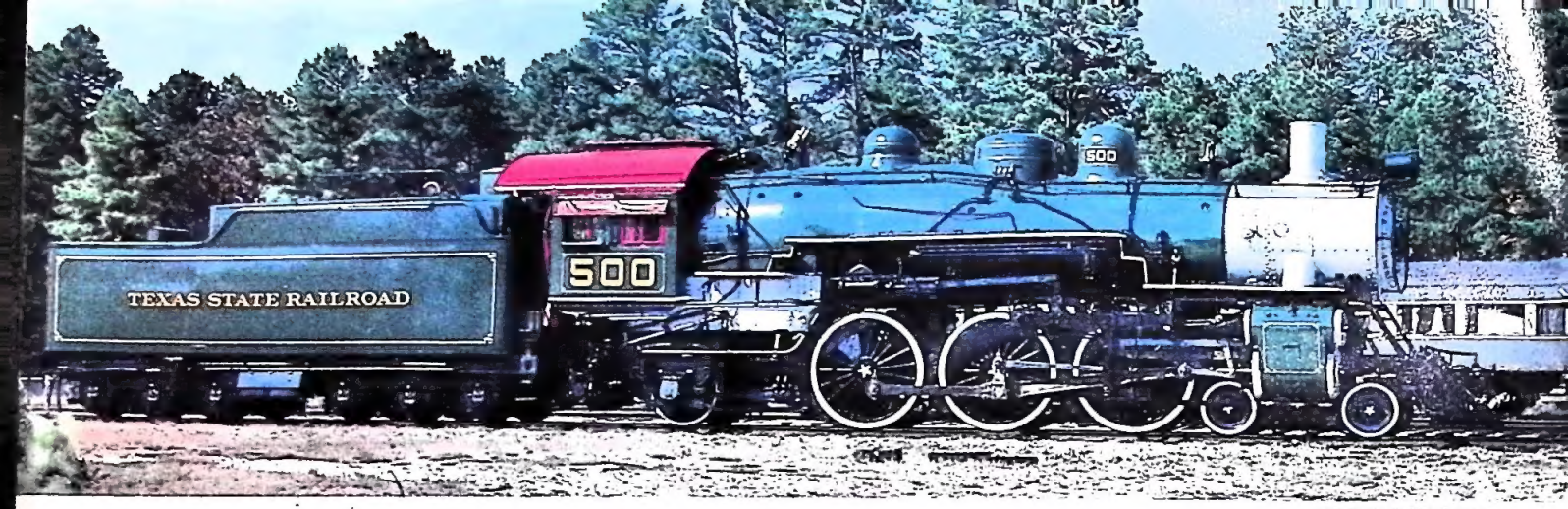
DAVID MONTE VERDE

13 Alco short lines in New York

Salute to Chessie 614

Covered wagons in Wyoming

0 71896 48760 03



KODACHROME: PAUL D. KING

SANTA FE 4-6-2 1316, built by Baldwin in 1911 as a four-cylinder balanced compound, has been put into service on the Texas State Railroad, operating between Rusk and Palestine, Texas. Wearing new number 500 and a livery of Southern green and gold, the only preserved Santa Fe light Pacific pulled her first revenue run on October 3, 1981. The engine had previously been in the Fort Concho Museum in San Angelo.

Railnews

KODACHROME: BOB LAMBRECHT

KODACHROME: DARRELL LAND

LA SALLE & BUREAU COUNTY repainted its Baldwin No. 9 into brilliant purple (shown above, October 2, 1981) just before selling it to Transkentucky Transportation Inc. where it was repainted and put to work at Maysville, Ky. (below, November 29). TTI also bought five ex-RI U28Bs (left); see page 24.

KODACHROME: DARRELL LAND AND BRYAN RICE

FARMRAIL CORPORATION, is operating 35 miles of former-RI track in the oil-booming Oklahoma Anadarko Basin with two ex-FEC GP7s. The 617, *Kiowa*, was on the MP at Dallas on November 12. See page 24.

EXTACHROME: JIM BRADLEY

***DAYLIGHT* COLORS** seem to be popular on Southern Pacific, as SD45E 7399 showed up in Oakland, Cal., on November 11, 1981, in another new paint variation.

KODACHROME: JOHN SUNIGA

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From the Publisher's desk: Filing those negatives.

When I started shooting railroad photographs some few years ago, I recognized rather early that some form of filing system was needed in order to retrieve quickly any specific negative. My first attempt was very simple: every negative was given a number regardless of subject and it was filed chronologically. It became immediately obvious that family and other negatives were best filed separately, so we started over, with all railroad negatives being given the designation "R" plus a number.

Some fans separate negatives according to railroad, which creates some unexpected problems. Retrieving General Motors' 1948 *Train of Tomorrow* would become a horrendous mess, because you might have filed it under "General Motors" or "New York Central" or any other railroad on which the train ran—or you might have filed it under "Chicago Railroad Fair." You'd need too many cross-references.

Negatives are best put one to an envelope if they are sizes 2¼x3¼ and larger, and you might do the same for 2¼x2¼. Smaller negatives are best left in strips of up to six for ease in darkroom manipulation. The photographer has a choice of giving each negative a separate number or of assigning one number to the strip and identifying each exposure A-B-C-D etc. or 1-2-3-4 etc.

I personally have come to prefer paper envelopes over the glassine envelopes since they have a little more body, helping to eliminate curling, but either is good. I was severely chastized years ago for using manila coin envelopes (which were cheap) because the glue might have stained the emulsion. It never did. Now I use 4x5 envelopes for all size negatives except 35mm. I used to type all the date on the envelope including film type, developer, exposure and weather. Now I just number the negative and keep the data in a loose leaf book, double spaced, 25 negative listings per page. Even with thousands of negatives, retrieval is quick if the negatives are chronological.

It's essential that you don't fall behind in the filing or the cataloging. Elaborate cataloging systems often require doing everything over each time you make additions. It's a trap that wastes time. Keep everything as simple as possible so you don't have to redo old negatives. For example, keeping separate lists of railroads by locomotive number will require redoing each time you add new negatives. You'll never catch up. Chronological listings can just be added to as you go. *Voila*, simple!

Color negatives could be filed in with black & white, but retrieval might be easier if they were filed under a separate letter category other than "R." "C," for color, might work well. I've always kept trolleys and interurbans separately due to brainwashing received early in my railfanning days from old steam guys who emphatically stated that trolleys were not railroads. To this day my Illinois Terminal and Pacific Electric steam locomotive negatives are kept in the "R" file and the electrics are kept in the "T" file. I don't think I'd separate them today if I had to do it over.

Color slides are a different matter, which we've covered in this publication several times previously and will do again at some early date.

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cover

Brilliant colors and the burbling of an Alco 244 cause only a minor commotion at the duck pond as the Bath & Hammondsport's ex-NKP S1 goes about its daily chores on August 27, 1976. The B&H is one of the 13 short lines in upstate New York still working Alcos, and their story begins on page 44. Kodachrome by David Monte Verde. At the other end of the country, an A-B-B-B-B-A set of former-B&LE F7s traverses the Great South Pass country of Wyoming with the U.S. Steel taconite train in July 1978. Dale Sanders made the Kodachrome and begins the story on page 28.

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Fanmail

The *Trains* jinx

I'm delighted with your MARKERS on the *Trains* jinx in the November issue—just cracked up even before I read it. For the record, though, a few nitpicks: Dave Morgan says it was Virginian's dieselizing, not C&O's, that started it all. (My own first brush with it was the KCS passenger story I helped Lou Marre research, which DPM & Co. sat on after acceptance *just* long enough . . .) Also, reread the title on my C&NW piece—I'm really a 244-engine Alco fan more than 251s, and while I won't ignore the ex-South Dakotans up north of here, I certainly wouldn't have moved them to Wisconsin/Upper Michigan at the expense of the RSDs, as you surmise with tongue-in-cheek.

J. DAVID INGLES
Managing Editor
Trains Magazine
Milwaukee, Wis.

Pittsburgh: still changing

Since your article on Pittsburgh commuting went to press in the November issue, there have been some changes. There is now no Saturday service on the McKeesport line. This was ended in mid-July; RDCs were the only equipment to run on Saturdays on the PAT/B&O line. Additionally, there is now only one round trip with the *Parkway Limited;* the patronage has dropped so greatly that the service may be gone entirely by next spring.

One positive note, it looks like the P&LE service to College is now safe for another year.

MICHAEL KAPLAN
Voorhees, N.J.

New Orleans

I enjoyed Don Kaplan's article on the St. Charles trolley line in New Orleans. As I lived in that city for two years during the war, in fact on South Carrollton Avenue, may I make a few comments and minor corrections?

The Canal Street trackage downtown had four tracks rather than five. The center tracks were used by the Canal Street line to West End, on Lake Ponchartrain, and by the short turn Canal route to Cemeteries. The outer tracks were used by all other lines to circle on their way back to their terminal, with the exception of St. Claude, which terminated at Canal with a turn-back crossover. The 1000-series cars on St. Claude were, in fact, standard double Birneys. When I was there they were the only cars used on St. Claude. At rush times the line used turn-over crews to eliminate layover time.

The St. Charles and Tulane loop used 400-series cars, almost the same as the 900-series except to the trained eye. The old Orleans-Kenner Traction line came off Tulane and Carrollton at Claiborn, and, although it had long ago expired, some of the right-of-way and a waiting station were still visible near Kenner.

When I was there, the New Orleans Water Works also had a short electric line not far from the Carrollton Car House which was used to switch cars of chemicals for water treatment from the Public Belt R.R. to the Water Works. A very old line car was used for this purpose.

MARSHALL I. NEVIN, M.D.
Baldwin, N.Y.

Love that St. Charles Line in the November issue. This is the kind of article I like to see. Back in May 1979 I was in New Orleans in someone else's car, so I couldn't do what I wanted to all the time. But I did manage one round trip on the St. Charles, and I vowed that someday I'd return and spend some time there. Kaplan's article has renewed that vow. Keep it up.

ROGER J. FEIGLEY
Ft. Lauderdale, Fla.

That article on the St. Charles trolley was the greatest. Let's have more like it on other cities—vacation ideas!

ART MUNSON
Medford Lakes, N.J.

D&RGW's F9

Refer, please, Sir, to pages 28-29 of the November 1981 issue of RAILFAN & RAILROAD. In reference to the Rio Grande's F-unit 5771, in both the news item on page 28 and the head-on photograph on page 29 you refer to this diesel unit as an F7 and the only surviving F unit of the D&RGW.

Shame on you, Jim Boyd. Bow your head in prayer and ask for forgiveness! How possibly could the world's most self-esteemed railroad photographer goof up and call a well-known "covered wagon," as this unit is, a lowly F7 in both the item on the *Silver Banquet* and the caption on the F9 unit itself on page 29?

This is an unpardonable sin; will General Motors ever forgive you, let alone the D&RGW? Perhaps it would be advisable to send letters to both and ask for forgiveness? Also, you might consider telling your magazine subscribers and the railfan public you made a boo-boo, for which you are sorry!

THOMAS P. CHEESBOROUGH
Ft. Lauderdale, Fla.

Boy, some folks really get excited about their diesel spotting!—J.B.

Tank's a lot

I enjoyed your article on the Maine Central ex-RI U25B fleet very much. I'm sure that with the 27,000-gallon fuel tanks, these old Rock Island locomotives will cut down on fuel stops and therefore expenses for the railroad. They might have been a better bargain than the Maine Central thought!

J. KELY THEISEN
Alamosa, Col.

That was, indeed, a typo; it should have read 2,700 gallons.

Mistakes in Maine

I have been buying your magazine for many years, but after reading the article "From Silvis to Bangor" in the November 1981 issue, I don't know. I have never seen an article with so many gross inaccuracies.

The picture in the lower left corner, on page 32 was captioned as being taken at West Paris, Me. and the MEC doesn't run anywhere near that town. Also, the photo on

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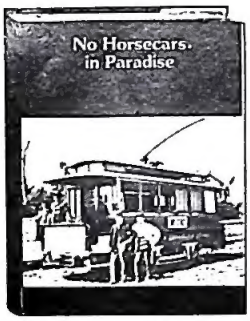

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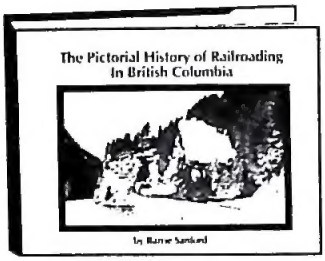

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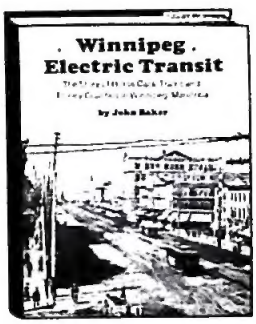

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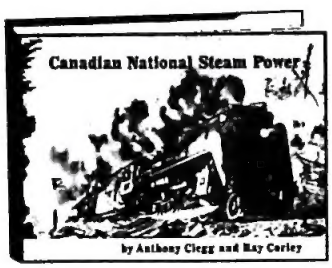

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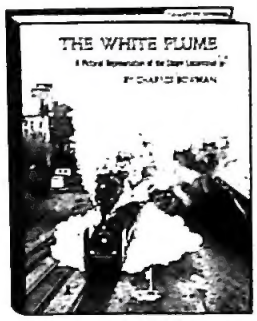

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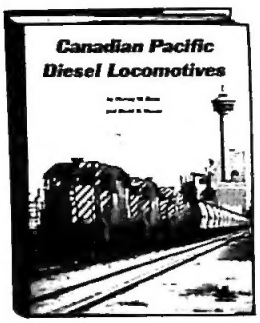

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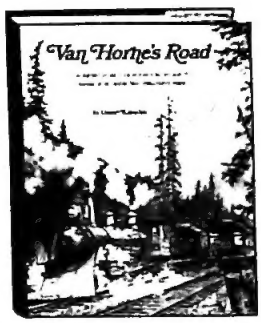

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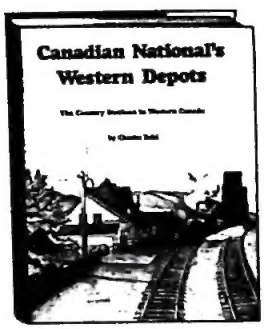

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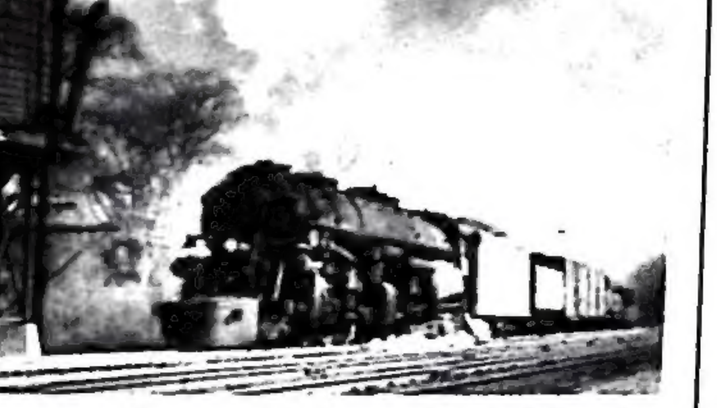

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Not in the Wheel Report **By JOSEPH EASLEY**

"I'll try it, Mam, but I'll bet it's against some rule or other!"

page 31 of the 226 says it's running the wrong way. The shot was taken from Bridge Street in Lewiston of train DR-2, which normally runs from Rumford to Rigby via Lewiston. Train RD-1 runs Rigby to Rumford via Lewiston, so I'm really puzzled by what he means by "wrong way".

Now the part referring to Ex-L&N GP9s 290 and 291 being considered the MEC's heaviest units. In the first place, the ex-L&N units are GP7s numbered from 590 to 593 inclusive, not 290-291. In the second place, units 590 and 592 can operate anywhere on the system that other GP7s can run. However, unit 593 (ex-L&N 393, formerly C&EI 209) does weigh a total of 266,000 lbs. When the heavy end weight is doubled. This unit can only operate where the U25Bs are permitted with the exception that fuel oil weight need not be considered. The 593 is usually assigned to the Bucksport Branch now, with infrequent trips into Rigby Yard—although I have quite a few slides of it as the lead unit on train RB-1 when it was first put into service in 1980.

I hope the 27,000-gallon fuel tank on the ex-RI U25Bs is a misprint. The MEC diesel class book shows the fuel tanks being of 2900 gallons, though I have seen one with a 3000-gallon capacity stencilled on it.

The maximum speed for trains on the entire MEC system is 40 m.p.h. except for a 50 m.p.h. maximum between Pittsfield and MD Tower. It's pretty easy for a train moving at 40 m.p.h. to get ahead of you when you take highway traffic into consideration.

As an item of interest, the MEC does now have one GP9, but so far I have not seen it in operation. Ex-Algoma Central 171 was acquired by the MEC last summer and is in the shop at Waterville being rebuilt. It is to be numbered MEC 450 and is rumored to be one of the last two GP9s built in Canada, with a builder's date of August 1963. Also, the

=0C is rebuilding all of the 13 GP38s, with
:260, 262 and 263 still to be done. U25B
should be outshopped soon and will be
first one to be completely rebuilt.
=y the way, the MEC still has two Alcos in
=ration, RS11s 801 and 802. The 802 was
=ainted to MEC yellow this past summer.
=ree of the PT Alco switchers are stored
=wiceable: 1055, 1058 and 1101.
=Hopefully most of your articles have been
=tter researched than this one.

HENRY O. PREBLE
Brunswick, Maine

.Both the author and editor get to share = brickbats on this one. While it was the =thor who got the caption material con=eed, it was the editor who misquoted an =EC official on the fuel tanks and Geep =mbers. I used the article as a guide to find=g the ex-RI units in August, and it had =inty of information to make searching out =e RI/MEC units very easy, so the mistakes, =ile regrettable, were not critical to the cov=ge of the subject. I would have caught =ost of the errors had I been able to travel to =aine before rather than after the article was =inted.

Just for the record, as of late August 1981, =e status of all the RI U25Bs on the MEC =s: 225, RI maroon, in Bangor shop; 226, =EC colors, in service; 227, RI red stored at =ngor; 228, MEC colors, in service; 229 RI =aroon, Bangor dead line; 230, RI maroon, =ored at Bangor; 231, RI red, in service; 232, =EC "pumpkin" scheme, in Waterville =undhouse with major engine problem; 233, =' maroon, Bangor dead line; 234 Rock blue, =service; 235, RI red, Bangor dead line; 236, =' maroon, Waterville dead line; 237, RI red, =aterville dead line; 238, MEC colors, in ser=ce. These were all first-hand observations. =e units listed "Bangor dead line" are be=nd the shop and apparently being cannibal=ed. The other units at Bangor appeared to = in an active state of overhaul, and a cou=e moved to different tracks over three =ys of observation—J.B.

Alcos in Alaska

Part 1 of "The Amazing White Pass" (July 1981) was timed perfectly for me. My ticket for the WP&Y had just arrived safely. I packed the July issue with it and my traveler's checks and left for a seven-week trip to Alaska and Northwest Canada. I celebrated the Fourth of July with my exhilarating ride from Whitehorse to Skagway.

To further the excitement of Independence day, my camping buddy and I rode the evening mixed freight from Skagway 14 miles back up to Glacier Station, where we got off to hike to Laughton Glacier Cabin for the night. The locomotives were stopped straight across the valley from us. Suddenly their pulsing growl increased in tempo and echoed off the valley walls. Black exhaust poured into the air. This was happening just for us! We had the thrill of seeing those Alcos strain to start a halted train, heading uphill on the Glacier turn. Finally the train began to creep uphill inch by inch. The night was cold, but I'd have given my sleeping bag for a movie camera. The only other highlight of my trip that even came close to this was the time we almost literally ran into a grizzley bear.

Part 2 of "The Amazing White Pass" (September, 1981) was an excellent way for me to relive my trip. Thanks for both!

STEPHEN P. KISTLER
Elizabethtown, Pa.

Hecho en Mexico

While sitting here on a lunch break, perusing the September '81 issue of RAILFAN & RAILROAD, I thought that I would drop a line or two. A very enjoyable issue, I must say.

I must note though that you're the second magazine having an article on the Railfair at Sacramento while noting the NdeM B23-7 neglected to give credit to a proud group of men that are actually constructing diesel units, one of which was on display at Railfair. Namely, the men of the Aguascalientes Shops of the Ferrocarriles Nacionales de Mexico. GE provides the components, and the shop at Aguascalientes builds the units. This series began with 10001 coming out of the shop in October 1980. Under the NdeM on the long hood it was named *Aguascalientes.*

Jim, you're forgiven, as with all that train chasing out west, smoke and steam in your eyes and the excitement of all that steam in one place, I think I might not have noticed that NdeM B23-7 Hecho en Mexico.

DON WALLWORTH
Ho-Ho-Kus, N.J.

D'Amato's White Pass

A major event during graduation weekend at Evergreen State College in Olympia, Washington, is a festival we call Super Saturday, which this year included a fairly lavish model railroad display. The coordinator acquired complimentary copies of several magazines, among them RAILFAN & RAILROAD. He gave me several copies to browse through, and while I'm not a railroading fan, I found Chris D'Amato's article on the White Pass & Yukon Railway thoroughly delightful. It was well organized and easy to read, colorful and informative, and well supported by photos and maps.

I think what interested me most is how lively and coherent history can be when treated from what, to me, is an unusual perspective—the developments in a region's railway system. The article must have meant a lot of work and background research. I enjoyed it, and look forward to the second part.

KENNEDY POYSER
Publications Editor
Evergreen State College
Olympia, Wa.

DL&W memories

The July issue sure brought up fond memories for me. First, the never-to-be-forgotten WP&Y ride from Whitehorse to Skagway. I've had many great trips both in the U.S.A. and abroad, but that is Number One with me.

Then January 25, 1931, on the Lackawanna! I was a young teacher—and railfan—in Denville. Somehow I had succeeded in getting on the committee for the celebration. Finally the preparations were complete, the VIPs and not-so-very-VIPs and the pupil winners of an essay contest had their tickets for the "first train." We herded the whole darned school down to the station to see history in the making. The upper graders started off lustily singing "I've Been Working on the Railroad," but it ended in cheers as the train came around the bend from Mt. Tabor, whistling for the crossing.

That was before they muffled those four-tone air horns by putting the curved-front trumpets up on top aimed down toward the roof and the straight ones in front pointing down as shown in your cover picture.

The Denville delegation swarmed into

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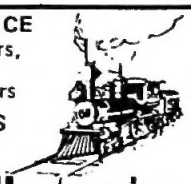

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"our" car, designated by blue and gold window cards proclaiming to the world "Denville—the Hub of Morris County." The slogan was dreamed up for the occasion and, I believe, is still in use.

Then, after two toots on the peanut roaster whistle, we zipped off to Dover at acceleration we had never experienced with the steamers. At the far end of the Dover station, the committee squeezed up onto the bunting-draped platform to hear a few well-chosen remarks by the mayor, then we scrambled back onto the train for a non-stop run to Hoboken. With the Dover High School band in the first (official) car, we had ear-splitting music, except when the engineer blasted the air horn for crossings, which completely drowned out the band. No wonder that within a few weeks the horn trumpets were relocated.

Arriving at Hoboken, we all piled out and trooped up the ramp to the ferry concourse where a platform had been set up at the far north end for more speeches. Some of us never made it, the room was so long that it was all over before we got that far. What a splendid room that was! Then it was back onto the train for a fast run to Morris Plains, where we became a local to let each delegation off at its home station. I'm sure everybody was enthusiastic, I only wish when those "big green cars" have made their final run in '82 it were possible to get a pair of them as a keepsake. I'd do it, too, if they were N-gauge!

GORDON M. TAYLOR
East Syracuse, N.Y.

The *Scotsman* obs

I wonder if you, or any of your readers, can help me. I am working on a book about Pullman and am trying to trace a particular car which went to the U.S.A. It is observation car No. 14 from the *Devon Belle* which *Lydia* and *Isle of Thanet* which toured the U.S.A. with the steam locomotive *Flying Scotsman.*

The loco returned to Britain, *Lydia* and *Isle of Thanet* are preserved at the U.S. National Railway Museum, Green Bay, Wisconsin. But where is No. 14?

I have written twice to the National Railway Museum at Green Bay and have not had any replies to my letters, which is most unusual since American institutions are usually noted for their courtesy and their help. So the question is: Where in the U.S.A. is the former British-built observation car No. 14 from the *Devon Belle?*

I should mention I am myself an old Pullman man, having spent 21 years in Britain with the Pullman Car Company and its successor, the Pullman Division of British Transport Hotels, as catering superintendent and manager.

Can anyone please help me?

JULIAN MOREL
Weald Cottage
Frant, Tunbridge Wells
Kent TN3 9DH

RI 630 photos

We of the Smoky Hill Railway and Historical Society are trying to locate any photographer who may have in his collection a color negative or transparency of Rock Island E6 630 in its original red/maroon/silver paint scheme from which we could have a number of color prints made up. As you might suspect, this is related to our present custody and pending restoration of the 630 herself. The project has been slowed a bit by some problems we have had, but we have every intention to get her back to operational status soon.

DAVID J. ENGLE
Smoky Hill R&HS
8746 N. Troost
Kansas City, MO 64155

L&PB No. 35

File this under "addenda to the addenda" if you want. On page 61 of the September '81 issue, Tom Lawson pointed out the sale of Louisiana & Pine Bluff GE 45-tonner 35 and enclosed a photo. The unit made it to Illinois-Wisconsin Sand & Gravel at South Beloit, Illinois, by September 1975, and at that time was still lettered L&PB, remaining an "honorary short line locomotive."

I stopped by the pit this past summer, and it has since been repainted green and yellow with no lettering. Also, it appears that the sand operations have been sold to Elmhurst Chicago Stone Co.

PAUL A. BERGEN
Glendale, Wis.

Highballing C&NW

For many years, I've told friends that if they *really* want to see first class railroading, watch the Union Pacific around my old hometown of Kearney, Nebraska. You cannot pace a UP freight there by driving the legal 55 m.p.h.—they simply roll away from you!

Yesterday, I'm happy to report, I discovered the same condition on the North Western! Returning home from Clinton, Iowa, I spotted an eastbound TOFC train slowly leaving the eastern end of the Mississippi River bridge as I stopped to pay the toll there. Great! Camera ready, I'll rush ahead and catch it at the BN bridge just west of Morrison. No, it got there before me. Okay, then I'll catch it at the overpass a few miles east of Morrison. Needless to say, I did not see it again until Rochelle, and *then* I could only see the yellow flasher in the early evening darkness (I was a wee bit over the legal 55 just to accomplish that!).

It is a pleasure to view this kind of railroading again in that part of Illinois. Of course, it had UP pool power on the front end, so that helps explain the high performance . . .

BILL BOYD
Winnetka, Ill.

Centennials, continued

My letter in regard to the article on the Union Pacific's DDA40X model locomotives seems to have stirred a reply which questions the integrity of my facts. I am referring to the letter from Scott W. Given which appears in the November 1981 issue. To clear the air once—and hopefully—for all, I offer the following in defense of the statements I made in my first letter.

First, I got my information first-hand. I am a Road Foreman-Assistant Trainmaster on UP's Wyoming Division, with assigned territory from Cheyenne to Rawlins. I have ridden and run every member of the 6900 class, with the exception of the 6903 and 6921, which were wrecked and subsequently scrapped. I have more than enough miles under my rear end on both the 6900s and nearly any other model of diesel you would care to name to be qualified to make a value judgement as to their relative riding qualities. As I said before, the ride and tracking characteristics of the 6900s are clearly inferior to an SD40 or SD40-2. Most of the crews working

for me also agree with this opinion and usually do not hesitate to complain long and loud about a particular unit that they feel has subpar riding qualities. My crews seem to feel it is a draw as to which unit rides worse: the DDA40X or the GP40X. In both cases, the higher the speed the worse the bouncing, yawing and vibration. Nothing that could be called unsafe in either case, but definitely uncomfortable.

Second, I took exception to the mileage figure of 23,000 per month being presented as an average mileage figure. A lot of mileage numbers have been attributed to these locomotives in the railfan press and in recent books on the locomotives. They are high mileage-units, and they do occasionally hit well over 20,000 miles per month. However, this is not unusual for any unit on UP, with the exception of units restricted to yard and local service. Many of the SD40-2s on our roster that are eight years younger than the 6900s have accumulated far more miles than the DDA40Xs. This is not to say that the railroad has not gotten its moneys worth out of the 6900s, for they certainly have earned their keep and then some. My point was that these units have not put in an extraordinary amount of mileage when compared to the rest of the road freight fleet. Over their service lives, most of the 6900s have averaged about 7,000 miles per month. Of course, this time includes shopping and now includes the lengthy out-of-service time being accumulated account the entire DDA40X fleet being removed from service and stored.

Which brings up the final point of contention, failures. The DDA40Xs make up less than 3% of UP's road freight fleet. If one wishes to count each 6900 as two units, they still account for less than 6% of the fleet. In the months prior to their removal from service, they were accounting for close to 15% and sometimes 20% of the road failures, as taken from the daily failure reports put out by the chief dispatchers. One must remember that when one "end" or power unit of a double locomotive quits, the whole thing has to go to the shop, thereby tying up the other, healthy, end of the unit. Most of the failures related to engine problems, such as oil pressure, water leaks, crankcase protector trips etc. To the credit of whatever Scott Given was doing for EMD, I do not recall very many traction motor problems on the 6900s, except for a rash of ground relay troubles. The point is, the units were giving trouble out of all proportion to their numbers. This fact, coupled with the extraordinarily high fuel consumption rate of the 6900s, led to most of them being pulled out of service and stored in 1980. The last operable units were stored in February 1981, and it is not likely they will see service again. On a horsepower basis, the 6900s consume far more fuel than any two other units in the fleet. On Union Pacific, as well as many other roads in this day and age, fuel is the name of the game.

Again, all of the above and my earlier letter, should not be construed to take anything away from the Centennials. They are a truly magnificent locomotive and are not likely to be approached in size or grace in quite some time. However, I do firmly believe that these units, like some other locomotives, have been hit by the railfan "gee, golly, gosh" syndrome, in which the viewer is so impressed or enthralled by them that his store of adjectives begins to obscure some of the drawbacks that are inherent in any design. I am

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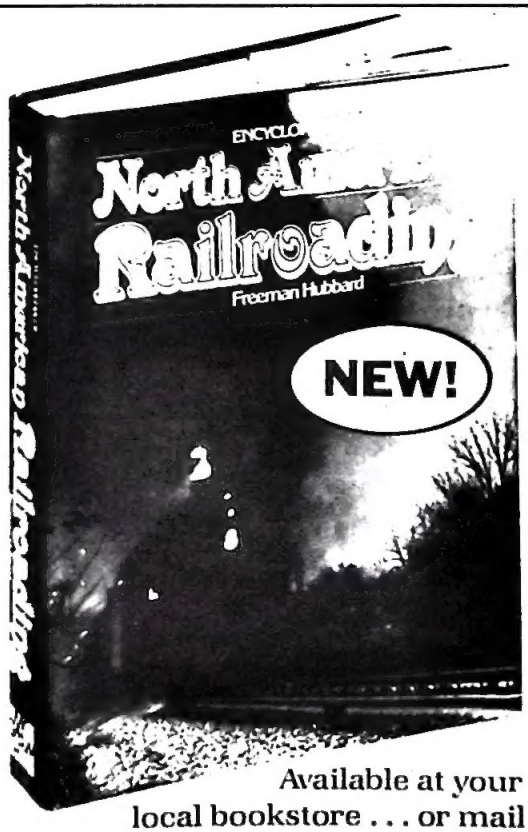

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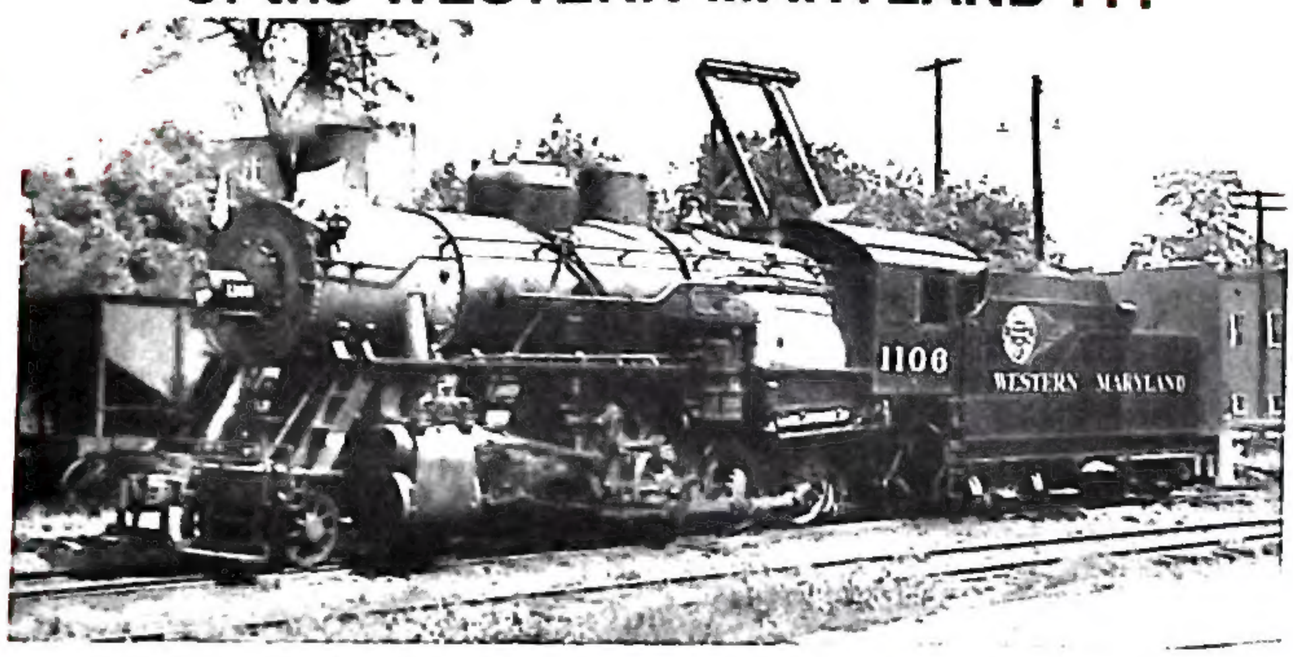

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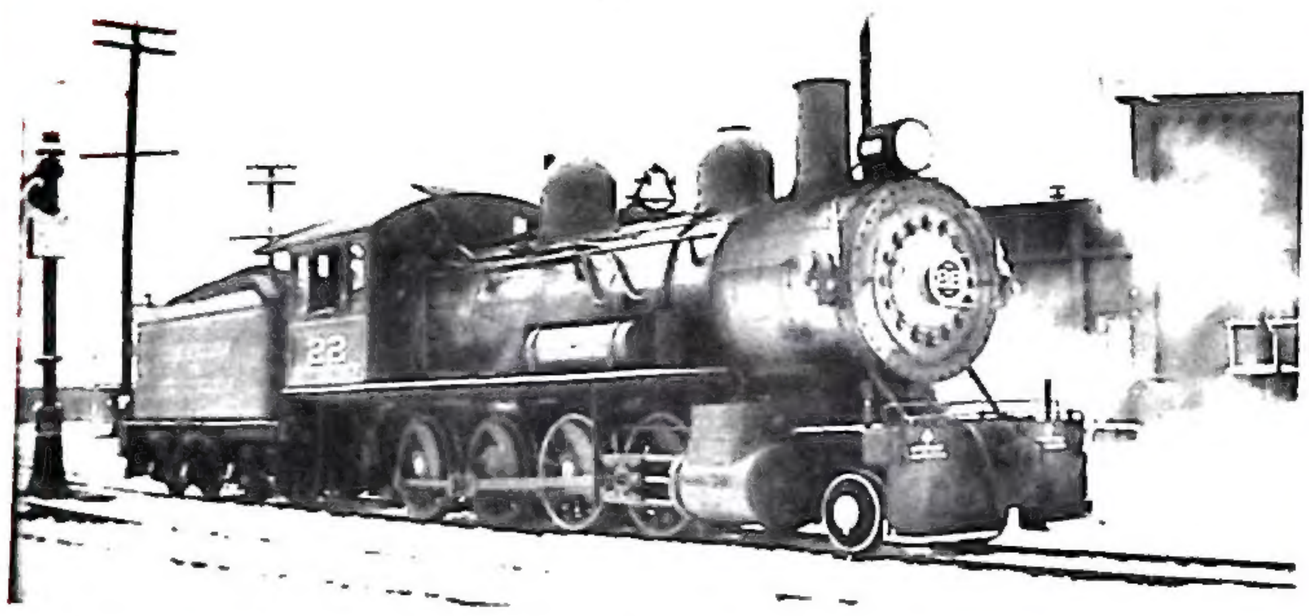

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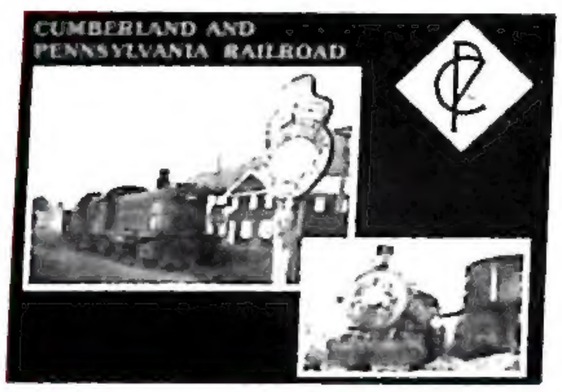

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proud to be a part of the Union Pacific and to have run the 6900s, but that pride is tempered by my desire to see honest, objective reporting in the railfan press, not a fluff job on someone's total admiration for a particular railroad or locomotive.

By the way, the best-riding locomotive I've had the priviledge of running is the E9. I've had them over the three-figure mark, and they *do* ride like Pullmans. It was a shame to see the UP retire its E-unit fleet. The GP40Xs are just not in the same league.

UP has also quietly begun to remove the 6900s from billboards and other promotions. The replacement is an SD40-2.

STEPHEN A. LEE
Cheyenne, Wyo.

We don't normally print a "reply to a reply" because of the risk of starting an endless debate through the magazine, but in establishing his credentials, we felt Mr. Lee's reply was more than justified—J.B.

The Great Truth

Like many of us who fancy ourselves to be photographers of a sort, I find myself turning to the CAMERA BAG page in the hope that Jim Boyd will reveal to us The Great Secret of railfan photography that will turn my ordinary efforts into works of art of the highest sort.

Of course, I realize that in this, as with almost all human activities, such a Great Truth simply doesn't exist except in dreams. There's no law against that. Maybe Boyd is holding back to put it in the issue that will put average circulation over the million copy mark. Or perhaps . . .

Too late. The Great Secret of railfan photography is out and in a place designed to give it the widest dissemination. Some anonymous person scribbled it on the side of a Conrail Boxcar I saw in a passing train: "J. Boyd goes to Foto-Mat."

Three railfans got a chuckle out of it. I hope you do too.

GEORGE TOBIAS
Pittsford, N.Y.

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue.

RAILFAN EVENTS

DURANGO, COLORADO, November 30-May 14. Winter operations daily except December 24-25 on the Durango & Silverton Narrow Gauge R.R. with steam powered and heated trains departing Durango at 9:55 a.m. and returning at 2:15 p.m. The train will run approximately half way to Silverton, turn on a wye and return to Durango. Contact: D&SNG, 479 Main Ave., Durango, CO 81301; 303/247-2733.

EAST HAVEN, CONNECTICUT, February 6-7. "Winterfest 1982" at Branford Trolley Museum, 17 River Street (I-95 Exit 15 or 52, just east of New Haven). Saturday operations to include many trolleys and use of snowplow and sweeper (weather permitting). Night operation, slide show and night photo session. Shuttle bus to New Haven Amtrak station. Sunday will be a bus trip to Valley R.R. with runs to and from Old Saybrook with former—LIRR GE 44-ton diesel. Shop tours. Operations each day begin at 10:00 a.m. at Branford Trolley Museum. Fares: Saturday $7.50. Sunday $12.50; optional Saturday lunch $12.50. Contact Branford Trolley Mu-

seum, 17 River Street East Haven, CT 06512 203/468-2404 (evenings) Coming Model Trolley Meet with special railfan activities, April 17

DURANGO, COLORADO, February 14. Rocky Mountain Railroad Club winter excursion aboard the "Silverton Train" from Durango to Tall Timber and return on the Durango & Silverton Narrow Gauge R R Photo runbys Adults $20, children 11 and under $12 Contact Rocky Mountain R R Club, c/o Jim Trowbridge, 502 S Cody St , Lakewood, CO 80226

NORTH FREEDOM, WISCONSIN, February 20-21 "Snow Train '82" railfan's winter weekend at the Mid-Continent Railway Museum featuring steam operation and special consists Snowplow train will be run on Friday, Feb 19, if conditions warrant First-class diner lounge accommodations available Contact Mid-Continent Railway Museum, North Freedom, WI 53951, 608/522-4261 MasterCard and Visa welcome

STOCKTON, CALIFORNIA, March 27 "Winterail '82" at Holiday Inn, 221 N Center Street, Stockton, the fourth annual railfan gathering featuring slide show, multi-media and movie presentations by some of the West's finest railfan photographers Featured guest will be Stan Kistler and his 16mm sound movies of steam in the West Diesel action will include UP from the '60s, CNR F-units, Utah Alcos and lots more There will be photo contests and a flea market Noon to 10 00 p m , registration $5 in advance and $8 at door For information send SSAE to Dave Stanley—Winterail '82, P O Box 8771, Stockton, CA 95208

SCRANTON, PENNSYLVANIA, April 24 Ontario & Western Railway Historical Society is sponsoring a bus tour of right-of-way of NYO&W Scranton Division with banquet in Scranton in the evening Contact O&W RHS, P O Box 713C, Middletown, NY 10940

ORBISONIA, PENNSYLVANIA, May 1-2, 1982. The East Broad Top "Spring Spectacular"—replacing the traditional "Winter Spectacular"—will be held with narrow gauge steam passenger, mixed and freight trains plus motor car and Shade Gap traction action Special photo runs and railroadiana auction. Located at Orbisonia/Rockhill Furnace, a short drive north of Pennsy Turnpike exits 13 or 14 along U.S Route 522 Contact: Sherman Shook, 160 Andover St , Wilkes Barre, PA 18702.

DENVER, COLORADO, July 9-18 NRHS 1982 National Convention will include: July 9-13 Grand Circle Tour Denver to Durango on bus and *Rio Grande Zephyr* to include Durango & Silverton Narrow Gauge, Cumbres & Toltec and San Luis Central; July 14 Manitou & Pike's Peak; July 15 Georgetown Loop and Colorado Railroad Museum; July 16 UP steam trip; and July 17-18, Railfair '82. For further details and update, contact: Intermountain Chapter NRHS, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

INTERNATIONAL TOURS

SUNDAY RIVER TOURS, P.O. Box 565, Concord, MA 01742, agent for Railway Travel & Photography, has the following tours scheduled. Contact them at the above address for full itinerary and details:

NORTH CHINA, March 23-April 12. North from Peking to Harbin visiting Tsientsin, Shenyang, Changchun, Jilin and circling back by different route. Good lineside photography of steam. $2785 from London, $2040 from Hong Kong.

SOUTH AFRICA AND ZIMBABWE, May 8-29. Main line and branch; Garratts, 4-8-2s, 2-8-4s, 4-8-4s and others. Cars provided for pacing Bloemfontein to Bethlehem. Approx. $1775 from London.

ZIMBABWE, June 19-July 3 (with optional South Africa week to July 10). Bulawayo-Victoria Falls-Wankie-Thompson Jct.-Gwelo-Bulawayo including five classes of Garratts. $1715 from London.

SOUTH AFRICA PHOTOGRAPHERS SPECIAL, July 20-August 14. Best of South Africa with emphasis on lineside photo opportunities. $1780 from London includes accommodation and share of car rental.

INDIA NARROW GAUGE, November 20-December 12. All important narrow gauge lines. $1795 from London, approx. $1200 from Bombay. Private car on certain sections.

CENTRAL CHINA, November 22-December 12. Peking/Datong south ending in Canton. $2820 from London, approx. $2100 from Hong Kong. Chinese-speaking guide and trip leader Dusty Durrant.

RAIL STUDY TOURS INTERNATIONAL, 164 Maple Avenue East, Vienna, VA 22180, has the following tours scheduled. Contact them at the above address for full itinerary and details. 703/356-8186.

JAPAN TRACTION, May 13-31. Street railways, country interurbans and the Bullet Trains, comprehensive traction tour. Approx. $2100 including air from San Francisco.

JORDAN & SYRIA, May 22-30. All operating steam in these two countries will be seen; chartered trains and linesiding.

EAST GERMANY, July 23-August 9. Visit all narrow gauge systems, cities with streetcars and observe remaining standard gauge steam.

WESTERN EUROPE. Travel through Holland, W. Germany, Switzerland, France and Belgium visiting railroad museums and preserved railways.

INDONESIA, September 4-25. Remaining main line steam and sugar mills. Sumatra mountain rack line and N Sumatra palm oil estates, some of which use Mallets.

INDIA, PAKISTAN & NEPAL, November 17-December 12, 1982. Best of northern Pakistan including 4-4-0s and Kyber Pass, Ganges Plain of India and Nepal for Garratts

SWITZERLAND, July 1-17. Skytrain Tours Ltd second Swiss Tram & Train Tour including tramways in Zurich, Basel and Bern, rack railways at Pilatus, Rothorn (steam), Jungfrau and Gornergrat, Luzern Transportation Museum and main line railroading including St Goddard, Simplon and Loetschberg tunnel routes Option to continue travel on Eurail Pass Contact Swiss Train Tour, 100 Albertus Ave , Toronto, Ontario, Canada M4R 1J7

SOUTH AFRICA, November 7-19 Railfan steam tour of 2400 miles behind eleven different classes of locomotives with all-sleeper accommodations and dining car staged at sidings each night Steam includes 25C condensing 4-8-4 and doubleheaded GMAM Garrats over Montague Pass Fair is approx. $1165 from Cape Town including meals and sleeper Contact South African Railways, 535 Fifth Avenue, Room 1112, New York, NY 10017

RAILROADIANA MEETS

GREENBERG'S GREAT TRAIN, MINIATURE & TOY SHOW, featuring railroadiana, model trains, doll houses, miniatures and toys, will be held at the following locations and dates Times are 11 00 a m to 5:00 p m , with admission $3 per day and tables $30 Contact: Lois Barger, 729 Oklahoma Road, Sykesville, MD 21784, 301/997-3056, for information on any meet

PITTSBURGH, PA., Feb 6-7. Pittsburgh Expo Mart in Monroeville, Turnpike Exit 6 and two miles west on U.S. Business 22

PHILADELPHIA, PA., Feb. 20-21. Philadelphia Civic Center, I-76, Schuylkill Expressway to University Avenue Exit and follow signs

WOBURN, MASS., Feb 27-28 Northeast Trade Center, Rte 128 Exit 39 and follow signs

BALTIMORE, MD., March 13-14. Baltimore Convention Center, Pratt and Sharp Streets near Harbor Place

SPOKANE, WASHINGTON, February 14. "Be My Valentrain" Sixth Annual Swap Meet hosted by the Spokane Model Engineers at the Sheraton Hotel from 10.00 a.m. to 4:00 p.m. Railroadiana and model swap and sell, plus operating HO layout, movie, door prizes and model and photo competition. Admission $2, kids under 12 free with adult. Dealers table $10, 8:00 a.m. set-up. Contact: Bill Morlin, c/o Sunset Junction, W206 Sprague, Spokane, WA 99210.

FRANKLIN PARK, ILLINOIS, February 21. First Annual Railroadiana Show at the American Legion Hall, 9757 Pacific Ave. (two blocks west of Milwaukee Road depot), from 10:00 a.m. to 4:00 p.m. Admission 75¢, tables $8. For information send large SSAE to: Steve Mazanek, 9744 W. Addison, Franklin Park, IL 60131.

WILLIAMSPORT, PENNSYLVANIA, February 28. Whistle Stop Train Meet at the Hepburnville Township Fire Hall, 7 miles north of Williamsport, one mile off Route 15 on 973 east. 9:00 a.m. to 4:00 p.m. Admission $1.50, kids under 12 free. Contact: Jim Stabley, 208 Beech Street, South Williamsport, PA 17701; 717/323-8883.

ALLENTOWN, PENNSYLVANIA, February 28. ATMA Spring Thaw Train Meet at Allentown Fairgrounds Agricultural Hall, 9:00 a.m. to 3.00 p.m. In advance table & adult $9, adults $2, kids 75¢; at door adults $2.50, kids $1.25. Contact: Robert House, 1240 Walnut St., Allentown, PA 18102; 215/821-7886.

ALBANY, NEW YORK, March 14. Capitaland Train Meet at Polish Community Center, Washington Ave. Ext. 10:00 a.m. to 4:00 p.m. Tables $8.50 ($10 at door). Admission: adults $1.50, children 75¢. Contact: Len Welter, P.O. Box 3300, Schenectady, NY 12303; 518/372-9124.

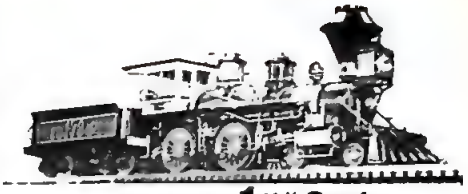
RYE, NEW YORK, March 14 Westchester Model Railroad Club Train Meet at Rye High School Cafeteria, noon to 4:00 p.m., Corner of Parsons Street and U.S. 1 (Boston Post Road). Admission $3 (spouse free), kids 12-5 $1 and under 12 free. Tables: 6' $7, 4' round $4. Contact: Bob Wilson, P.O. Box 358, Rye, NY 10580; 914/967-7810.

ROCHESTER (HENRIETTA), NEW YORK, March 14. "Shamrock" Toy Train Exhibit and Collectors' Swap Meet at Monroe County Fairgrounds, Building #5, Calkins Road, 11:00 a.m. to 5:00 p.m. Admission: adults $1, under 18 50¢. Contact: Thomas McCormack, 200 Black Well Lane, Henrietta, NY 14467; 716/334-6445.

NORTH WEYMOUTH, MASSACHUSETTS, March 20. South Shore Model Railway Club Show from 9:30 a.m. to 4:30 p.m. at St. Jerome's Church Hall, 630 Bridge St. (Rte. 3A). Dealers, white elephants, movies and displays. $1.25 admission. Contact: David Clinton, 11 Hancock Road, Hingham, MA 02043; 617/749-7986.

CLARK, NEW JERSEY, March 21 "Train Bazaar '82" hosted by Jersey Central Chapter NRHS at Mother Seton High School, Garden State Parkway Exit 135 at Clark Circle, 9:00 a.m. to 3:00 p.m One of the biggest in the East with railroadiana, model trains, rail photos and slides, books and antiques for sale and swap plus free movies and slide shows, model demonstrations, door prizes and refreshments. Adults $2 50, kids under 12 free, family maximum $5 Contact: Jersey Central Railway Historical Society, Inc., P.O. Box 700, Clark, NJ 07066, 201/561-5252 (evenings).

MANSFIELD, OHIO, April 3. Mansfield Model Railroad Club's annual Railroadiana Flea Market at the Mansfield Masonic Temple, 1250 Middle-Belleville Road off U.S. 42 on



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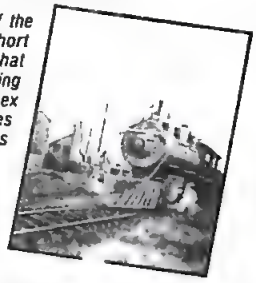

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JOLIET, ILLINOIS, April 3. Blackhawk Chapter NRHS Swap Meet at First Lutheran Church, 55 W. Benton St., Joliet, IL 60431, from 9:00 a.m. to 4:30 p.m. Tables $5. in advance admission $1 adults, 50¢ kids. Contact: Howard Walker, 55 W. Benton St., Joliet, IL 60431; 815/725-3671

NORTH HAVEN, CONNECTICUT, April 30, May 1-2. New Haven R.R. Historical & Technical Association 20th Annual Reunion at Ramada Inn, North Haven (Exit 12 off I-91) with dealers, railroadiana and model displays, model and photo contests, slide shows and movies. Banquet with guest speakers and special movie Saturday evening. Contact: NHRHTA, P.O. Box 122, Wallingford, CT 06492

FLORISSANT, MISSOURI, May 1. McDonnell-Douglas Railroad Club Swap Meet from 9:00 a.m. to 4:00 p.m. at Cross Keys Shopping Center Mall, Lindbergh Blvd. at New Hall's Ferry Road. Admission free. Space reservations $4 ($6 at door). Contact: Pat Hertich, 12135 Fleetwood Pl., Maryland Heights, MO 63043; 314/291-0273.

SYRACUSE, NEW YORK, May 2. Toy Train Collectors Society Toy Train Exhibit & Swap Meet at Onondaga County War Memorial Auditorium, Madison Street, Syracuse, from 11:00 a.m. to 4:30 p.m. Adults $1, kids under 18 50¢. Contact: Ms H.R. Martin, 3610 Wildflower Circle, Syracuse, NY 13215; 315/476-7996

ORGANIZATIONAL NOTICES

NEW HAVEN R.R. HISTORICAL & TECHNICAL ASSN. is one of the most active societies of its type, publishing a newsletter eight times a year and an impressive slick *Shoreliner* magazine on a quarterly basis. It is aimed at the railfan and modeler with an interest in preserving the history and spirit of the New Haven. Annual dues are $11.00. Contact: NHRHTA, P.O. Box 122, Wallingford, CT 06492.

MISSABE HISTORICAL SOCIETY is a group of railfans and modelers sharing an interest in the Duluth, Missabe & Iron Range and its predecessor roads, D&IR and DM&N. Membership dues includes a photo-illustrated publication. Dues are $5 per year ($10 for sustaining membership). Contact: Missabe Historical Society, 11613 Foley Blvd., Coon Rapids, MN 55433.

MILWAUKEE ROAD RAILFANS ASSOCIATION is now in its tenth year and publishes a quarterly illustrated historical journal and a bi-monthly current events newsletter. MRRA conducts an annual tour of a CMStP&P facility and holds local program meetings in certain areas. Dues, effective January 1, 1982, are $10 regular and $20 sustaining. Make remittance payable to Milwaukee Road Railfans and submit to Wendell Murphy, Treasurer, 7504 West Ruby Ave., Milwaukee, WI 53218.

TRI-STATE RAILROAD TECHNICAL & HISTORICAL SOCIETY has openings for new members interested in railroads of the Pennsylvania, New Jersey and Delaware area. Meetings second Saturday each month at 7:30 p.m. For information contact: Bob Waller, 411 Oak Terrace, West Reading, PA 19611.

RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, INC., has a new address: P.O. Box 1194, Boston, MA 02103. Membership is open to all railroad history enthusiasts; dues $15 per year, including excellent *Railroad History* publications.

ONTARIO & WESTERN RAILWAY HISTORICAL SOCIETY observes that March 29, 1982, marks the 25th Anniversary of the last train to operate on the NYO&W, and the organization will commemorate this historic year with special publications, trips, dedications, dinners and the like. They invite you to join the largest group of NYO&W fans on this special occasion. Memberships are $20 per year and include membership in NRHS. New memberships received by January 1, 1982, will receive free 1982 O&W calendar. Contact: O&WRHS, P.O. Box 713C, Middletown, NY 10940

THE RAILROAD HISTORICAL SOCIETY OF MAINE is being formed by a group of rail enthusiasts in the Portland area to encourage interest in contemporary Maine railroading and to preserve historical railroad information and artifacts relating to Maine. Of special interest are Maine Central and Bangor & Aroostook. Contact: The Railroad Historical Society of Maine, P.O. Box 8057, Portland, ME 04104.

SOO LINE HISTORICAL & TECHNICAL SOCIETY memberships run calendar year and include quarterly magazine "The SOO"; dues are $11 regular and $20 contributing. Contact: Soo Line H&TS, P.O. Box 1126, Manitowoc, WI 54220.

NATIONAL ASSOCIATION OF TIMETABLE COLLECTORS invites your membership; $14 brings two regular publications. New York meeting every 3rd Saturday, St. John's Church, 31st St. and 7th Ave.; 10:00 a.m. to noon. Contact: Tom Coval, 21 E. Robin Rd., Holland, PA 18966.

BURLINGTON ROUTE HISTORICAL SOCIETY publishes their "Burlington Bulletin", a slick paper magazine of CB&Q data and photos. Society shares prototype and modeling data on the CB&Q, C&S and FW&D. Regular membership is $7.50; sustaining $15 or more. Contact: Burlington Route Historical Society, Inc., P.O. Box 196, Bensenville, IL 60106.

ROCK ISLAND TECHNICAL SOCIETY, INC., is a non-profit organization now in its 9th year devoted to history of Rock Island R.R. Meetings are held several times a year in Des Moines, Ia., and E. Moline, Ill. Dues are $10 per year and include publication "The Rock." For full information send large SSAE to: RITS, P.O. Box 100, Silvis, IL 61282. Next meeting is February 20 at East Moline with swap meet and slide program.

CHICAGO & EASTERN ILLINOIS R.R. HISTORICAL SOCIETY is being formed by a group of railfans and modelers with organizational meetings to be held on April 25 at former-C&EI depot in Rossville, Ill., beginning at 1:00 p.m. Contact: Richard M. Schroeder, c/o Danville Junction Chapter NRHS, P.O. Box 1013, Danville, IL 61832

CONNECTICUT RAILROAD HISTORICAL ASSOCIATION programs for Spring 1982 are: Feb. 28, Samuel E. Stokes, "The Concept of a Balanced Transportation Policy for New England; "March 28, F. Thomas Richardson, "New England's Railroads: How They Got Where They Are;" April 25, David A. Fink, "New England Railroads in the 1980s," May 30, Harold F. Cavanaugh, "Operations on the Berkshire Branch of the NYNH&H." All meetings are free and open to the public, held on Sundays, 2:00 p.m. at N. Canaan Town Hall, Pease St., Cannan, Conn. Phone 617/448-2224 or 203/927-3782.

PITTSBURGH, SHAWMUT & NORTHERN HISTORICAL ASSOCIATION is now accepting new members. Dues of $5 include quarterly newsletter. This is a new group but already has 90 members devoted to the PS&N. Contact: PS&N Historical Assn., J.R. McHenry, RD#1 Box 76, Angelica, NY 14709.

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Railroadiana

Product News

After many years of absence from the marketplace, we now have two new radio frequency guidebooks. Gary L. Sturm, author of the "Railscanning" column in *Extra 2200 South*, and Mark Landgraf have co-authored the *Compendium of American Railroad Radio Frequencies*, a 28-page 5½" × 8½" softcover book containing over 390 listings of U.S. and Canadian railroads, industrials and transit systems. The price is $7.00 postpaid First Class from *Mark Landgraf*, 22-4 Woodlake Road, Albany, NY 12203.

The other new radio frequency book is *The Railroad Monitoring Guide*, by W.P. Scott and published by *Railradio Publications*, 310 Greencrest Drive, Athens, GA 30605. This 30-page 7" × 8½" softcover sells for $5.00 postpaid First Class. A quick scan of the two books indicates that the *Monitoring Guide* seems a little easier to read, while the *Compendium* may be a bit more extensive in coverage (the latter had the Illinois Railway Museum listed, for instance, while the *Guide* did not). Since each book contains some additional general information on rail radio monitoring and useage, and since the prices are so reasonable, we'd recommend *both* to any serious railfan.

Tom Nelligan and Scott Hartley have teamed up again on a 96-page 8½" × 11" softcover book *Trains of the Northeast Corridor* covering the Boston-Washington line from the 1950s to today including New Haven PAs, pinstriped GG1s, LRCs and AEM7s. The price is $9.50 from *Quadrant Press*, 19 West 44th Street, New York, NY 10036. Quadrant has also just released *Long Island Rail Road Memories*, by Richard J. Harrison, a 68-page softcover relating the author's experiences in engine service in the late steam era. In addition to Harrison's lively narration is a large selection of very beautifully reproduced LIRR photos. This book is a must for any steam fan, and the price is only $6.95.

While we're on the topic of softcovers, the 470 Railroad Club has just released *Meet the Maine Central*, a 68-page pictorial of the Pine Tree Route from 1960 through 1981, geographically organized and showing everything from green F3s to the ex-Rock Island U25Bs and delightfully heavy coverage of the 44-tonners and the RS3s. The color covers depict Geep 572 in its repainted old-scheme maroon, fresh GP38s and a set of green and gold F3s. Excellent photography and good reproduction by Maine's resident railfans. The price is $8.95 postpaid (Me. res. add 5% tax) from *The 470 Railroad Club*, 391 Cottage Road, South Portland, ME 04106.

Jersey Central Chapter NRHS has released the revised second edition of its softcover book *50th Anniversary, 1931-1981: Suburban Electrification DL&W R.R.* This well printed and neatly laid out book by Wes Coates covers the history and construction of the DL&W electrification including an illustrated equipment roster, map and power distribution diagram. The 36-page 8½" × 11" book sells for $6.00 postpaid from Denis E. Connell, P.O. Box 700, Clark, NJ 07066-0700 (make checks payable to *Jersey Central Railway Historical Society, Inc.*).

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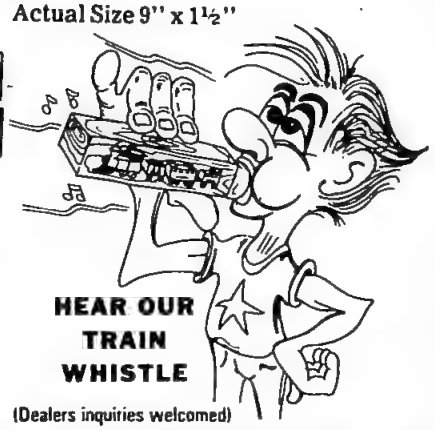

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The Pacific Empresses is a new book by Robert D. Turner that presents an illustrated history of the Canadian Pacific's trans-Pacific ocean liners. This book of over 400 photos plus maps, timetables and fleet lists documents a remarkable railroad navy. It sells for $34.95 from *Sono Nis Press,* 1745 Blanshard Street, Vancouver, B.C., Canada V8W 2J8.

The *Phoenix Chapter NRHS* has a very attractive variety of imprinted T-shirts available with full color locomotive renditions including UP Challenger 3985, Rio Grande tunnel motors and a Santa Fe PA among many, many others. The price is $7.00 each. Send SSAE for list to: Tim Honetschlager, 304 W. Mesquite, Chandler, AZ 85224.

Rail & Sail, by Larry Wakefield, is a 216-page hardcover book about railroads and lake boats in the Traverse City region of Michigan plus a sampling of auto transportation and aviation. Good photo reproduction helps even old photos of sailing ships and whalebacks as well as rail subjects like the local logging roads and the Pere Marquette—and some of the grimmest-looking section crews you'll ever see. The price is $19.95 postpaid from *Larry Wakefield,* 7930 West Bay Shore Road, Traverse City, MI 49684.

Iron Mine Railroads of Northern New Jersey, by Larry Lowenthal, is a new 144-page 8½" × 11" book published by the *Tri-State Chapter NRHS,* P.O. Box 2243, Clifton, NJ 07015, in either hardcover for $17.95 or softcover for $12.95. It details the layout and operation of CNJ, DL&W and short line railroads that served New Jersey's northwestern iron mining region. There are lots of photos and good reproduction.

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Calendar Call

The quality and quantity of railroad calendars for 1982 seems to be up nicely from previous years, and they just keep coming in. Among the recent arrivals:

"The Photographer's Railroad Calendar" is a giant 14″×22″ folded-out wall-format calendar featuring the black & white work of Jeff Brouws, Ed Delvers, Richard Steinheimer and Alan Stewart with a variety of rail scenes beautifully laid out and handsomly reproduced on heavy white stock. The photos are a creative sampling of Western railroading including Milwaukee electrics and the SP on Donner Summit plus a wide range of artistic scenes—a lot of night work—even sampling steam in Japan. The calendar itself is unique in that it notates an almost unbelievable number of historical railroad events in their appropriate date blocks. The calendar sells for $5.95 from *Darwin Publications*, 850 N. Hollywood Way, Burbank, CA 91505.

The *Central Oklahoma Railfan Cub*, 623 McFarland, Stillwater, OK 74074, has produced an 11″×17″ folded-out wall calendar featuring the b&w steam photography of Preston George including action on the KCS, Sante Fe, Rock Island, Frisco, Midland Valley and Katy—plus a Rock Island DL109. The photo reproduction is good and the scenes are steam era classics with good caption notations. The price is $3.75 postpaid.

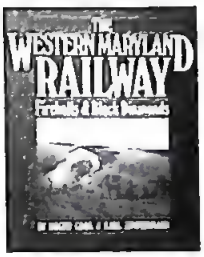
Mix Colorado and color and you've got a winner—as is the case with the "Rocky Mountain Railroad Calendar" put out by *Sundance Publications*, Silverton, CO 81433. Beginning with the shot of gray and gold C-16 268 at Gunnison on the cover, the well-reproduced color scenes include D&RGW 4-8-2s and 2-8-8-2s—even an ex-N&W—plus numerous narrow gauge views with 2-8-0s and all sizes of Mikes ranging from the 1950s to the C&TS freight specials and Bradshaw's renewed Silverton. This 11″×17″ folded-out wall calendar sells for $6.00.

"Whistles in the Wind—1982 Steam Calendar" from the *Mid-Continent Railway Museum*, North Freedom, WI 53951, is a b&w 20″×13″ folded-out wall calendar featuring scenes from the museum plus vintage steam photos on the C&NW, NKP, GB&W, GN, Rock Island and Chicago & Alton (a very pretty modern 4-4-0). The photo reproduction is good on a very heavy—almost cardboard—white stock. The price is $4.95.

The *Salamanca Rail Museum*, P.O. Box 270, Salamanca, NY 14779, has published a small 8″×12″ folded-out wall calendar featuring b&w scenes on the BR&P, B&O, Erie and EL in the Salamanca area including some very interesting vintage steam. Reproduction ranges from good to poor, with the three diesel photos (EL Bicentennial SDP45, EL E8s and PC switchers) suffering from poor reproduction and cropping. Scenes of BR&P 2-8-0s and a 4-4-2, on the other hand, are very well reproduced. $3.50 postpaid.

Another small format (8½″×14″ folded-out wall style) calendar is the *Lackawanna & Wyoming Valley Chapter NRHS* calendar with nicely reproduced scenes of Scranton area traction plus DL&W 4-8-4s, an LV 4-6-2, D&H 4-4-0, a DL&W 44-tonner and LV F7s with Quakertown & Eastern 2-8-0 No. 4. There are some particularly nice Laurel Line action scenes. The price is $2.50 postpaid from Calendar, P.O. Box 1152, Scranton, PA 18501.

Book reviews



The Western Maryland Railway, Fireballs & Black Diamonds, by Roger Cook and Karl Zimmermann, published by Howell-North Book, P.O. Box 3051, LaJolla, CA 92038. Hardcover, 308 8½ × 11″ pages. $25.00.

Although numerous railroads have lost their corporate identities due to mergers and takeovers in the last 25 years, few have been missed as much as the Western Maryland. By any standards the WM was a short railroad, yet its charm and personality belied its size. Not surprisingly, the facets of the WM which made it so interesting were also those dearest to the hearts of most fans. Included in the visual delights were such things as manifest freight operation, mountain railroading with heavy mineral trains, large (and modern) steam power, early standardized dieselization, attractive paint schemes and beautiful scenery. For those fans who were fortunate enough to spend any time on the WM, one of its greatest charms was the attitude of the employees. In a word it can be described as pride. Virtually all of the WM people seemed to be very proud of "their" railroad and were delighted when an outsider showed interest in it.

The authors of this book, who are both active railfans, obviously shared this feeling for the Western Maryland. Their book chronicles the last 25 years of the WM's history. This time frame was chosen largely because of the great changes in the appearance and operation of the WM which occurred in these years. By 1952 steam was already on the wane (to be gone completely by 1954), while the railroad itself was to disappear into the Chessie System in 1977. While presenting the most complete history of the WM ever to have appeared in a generally-available publication, this is far more than a history book. Messrs. Cook and Zimmermann have attempted, and succeeded, in presenting both a literate and visual feel for the WM.

The eminently readable text is complimented by a delightful selection of photographs. Of special note are those by A. Aubrey Bodine, a well-known professional photographer from Baltimore who in many ways was the Western Maryland's unofficial "official" photographer. While there are those readers who are bound to wish for more steam shots in the book, the balance is excellent in light of the time frame covered. Reproduction quality and layout are generally very good, although there are a few photographs which were poorly cropped for their page placement. Thankfully, unlikely many recent books published for the railfan market, this book was printed on a coated, glossy paper. While a heavier grade of paper would have been more opaque, the glossy finish aids photographic reproduction immensely. While the lack of a large system map is disappointing, the authors have informed me that the second printing of this book will not only include the map on the endpapers, but will also have the few typographical errors and poorly cropped photographs corrected.

One of the unexpected delights of this book is the Preface written by George M. Leilich, WM's Vice President-Operations from 1954

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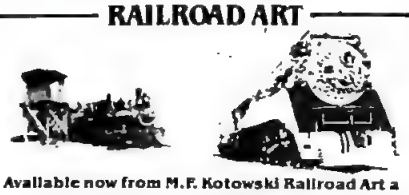

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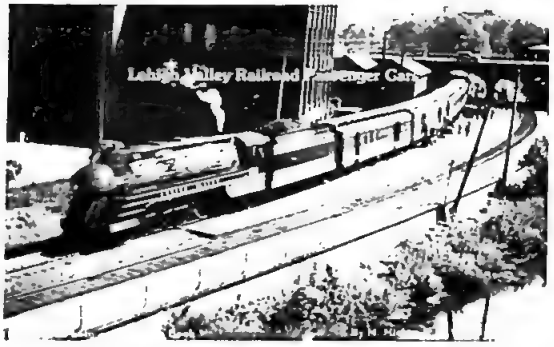

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We still have a few copies of ***Railfair Sacramento 1981*** available.

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through 1973. He sums up the scope of the book and the assimilation of the WM into today's Chessie System with, "The 25 years from 1952 (the 100th Anniversary) to 1977 could be described as the climactic achievement of this great railroad—which afterward, like the Cheshire Cat in *Alice in Wonderland*, gradually disappeared until there was nothing left but the grin." Buy this book and share the grin—MAX S ROBIN.

The People's Railway

The People's Railway, by Anthony Perles, Interurbans Special 69, published by Interurban Press, Glendale, CA 91205. 260 8½"×11" pages, hardcover, $32.95.

San Francisco's Municipal Railway, "The People's Railway," had its beginnings in the new City and County Charter of January 1900, but it wasn't until December 28, 1912, that the first car would be operated over the city's first municipally-owned street railway line, the Geary Street line. There were many obstacles to be overcome in those formative years ranging from court battles to an earthquake. The details are well presented in the first chapter of this new book.

There are 14 chapters in this story of San Francisco's Municipal Railway, carrying right through to the present time. A great amount of research is represented herein and presented in detail, along with over 290 excellently reproduced photographs.

Through the years/chapters, the author presents the story of the growth of the city's street railway service and operations. We get a very good view of the construction, the progress and the operation through the photographs. Although the book contains no car equipment roster or details of any kind, we are afforded an excellent view of the Muni's car equipment through the years in the many photos of the cars in operation. There are, in addition, 18 trackage diagrams plus reproductions of charts, graphs and even some topical political cartoons of the various eras. There is especially good photographic coverage of the many extensive construction projects that changed the face of the city: the building of the J/Church Street line through Mission Park, the Twin Peaks and Sunset tunnels, the Stockton Street Tunnel, the four-tracking of Market Street and the extensions to the ocean.

The city-operated cable car lines are well depicted through the years, through good photo coverage and text with interesting details. Chapter Ten, "Where did the Cable Cars Go?" tells in detail the considerable political machinations and the attempts and successes in getting rid of the cable cars and the lines as they remain today.

The PCC-era and operations down to the present is also well covered. The final chapters describe the recent years of operation and reawakening. The rebuilding of the remains of the streetcar system, the planning and building of Muni Metro and its construction with alterations to the surface system are interestingly covered, as is the coming of the Boeing-built Light Rail Vehicles.

There is an index and a bibliography followed by several pull-out pages of maps/diagrams including past rapid transit proposals and the Municipal Railway in 1980.

This is a fine quality book, well designed for our pleasure. Don't pass it by because you are not a San Francisco fan. It contains much of interest for any traction fan—JOE L. DIAZ.

Videotape Reviews

Well, now that you got that new VHS system for Christmas, how about a sampling of railroad tapes for it? The following four tapes were viewed on the same day by Marc Balkin and Jim Boyd, and the reviews are a combination of the opinions of both observers.

Rainhill: 150 Years on the Main Line, by Grand Central Productions, is a 20-minute documentary on the Rainhill Cavalcade held in England on May 24-26, 1980 (see Mike Eagleson's column, January 1981 R&R). Apparently shot on film and transferred to videotape, this is a good typical TV documentary with professional narration and a very interesting rich sound track of "pop" music on a synthesizer. The story line begins with the InterCity-125 High Speed Trains and goes back to narrate the history of British steam power illustrated with runbys from the Rainhill Cavalcade.

The photography is of professional quality but suffers from an extremely limited "stage" with everything moving rather slowly in review, and they didn't always get a good "railfan" view of each type of locomotive. The video quality was quite good, but the film/tape conversion apparently caused an increase in contrast, with some of the darker areas "blocking up." This tape is one for the serious collector and anyone interested in British steam, but we couldn't recommend it as a "first" for someone wanting a railfan tape. The price is $55.00 postpaid from *Grand Central Productions*, 54 Preston Road, Somerville, MA 02143 (Mass. res. add 5% tax). This show is also available on VHS, Beta I or Beta II at the $55.00 price, or Super 8 sound film at $80.00 postpaid.

Railfair Sacramento 1981, by Youngsound Productions, is a 30-minute TV-documentary-style coverage of the May 1981 gathering of steam locomotives to celebrate the opening of the California State Railroad Museum. Some narration is done on camera by Mary Jane Popp, who interviews people and points out locomotive details in much the same manner you see on commercial TV news or documentaries. One of the most interesting is with the "driver" of the Stephenson *Rocket* replica, in addition to numerous railfans, a 4449 volunteer and Steve Gray of the new museum.

The bulk of the tape covers scenes in and around the museum during Railfair, with a couple of good runbys with *Daylight* 4-8-4 4449 at speed and the UP/SP move of 8444 and Challenger 3985 climbing toward Donner Summit at the same location as the cover photo on the September '81 R&R (the visuals are great on the doubleheader, but the sound is like it was, muffled and minimal). There are a number of good views of the engines moving out onto the levee for servicing.

This tape has reasonable railfan interest and should entertain the whole family. The big three-tube professional-quality camera used by Youngsound produced the best video image of those tapes we viewed. The price is $29.95 plus $3.50 shipping (Cal. res. add 6.5% tax) and available in VHS, Beta or U-Matic format (get price quote for U-Matic) from *Youngsound Productions*, 1608 Redwing Ave., Sunnyvale, CA 94087.

The Phoenix Engine is the name carried by two tapes by Hopewell Productions featuring the 1980 operations of the Chessie 4-8-4 614. Tape 614B depicts the 614 running on the B&O, while 614C concentrates on the C&O trips; both are approximately 50 minutes long and are typical of the best material available on railfan videotapes today from the standpoint of content and professional presentation. Both tapes feature excellent narration by Rich Melvin, interviews and "live" locomotive sound; they both have an intelligent "story line" and lots and lots of fine railfan-style runbys and pacing shots.

Tape 614B beings with scenes of the *Chessie Steam Special* and Ross Rowland's ex-Reading 4-8-4 2101 followed by a description of the fire that destroyed the locomotive. Rowland himself then narrates the story of his negotiations with the Chessie to swap the 2101 for the 614 (the 614 "rising from the ashes" of the 2101 explains the name, The Phoenix Engine).

Then it's on the road with 614, preparing for departure from Cumberland followed by the long sequence pacing up 17-Mile Grade (the scene on the cover of the January 1981 R&R). The climb up the grade is long and satisfying with excellent camera work. Then comes the next day's action at Falls Cut Tunnel and Sand Patch plus a number of good uninterrupted railfan runbys and follow-throughs en route to Pittsburgh.

Tape 614C begins with essentially the same 2101/614/Rowland introduction, so someone buying the two tapes would have to put up with about five minutes worth of duplication (the introductions are not *identical*, as one has Chessie's Bill Howes and one Lloyd Lewis describing the train, and one has Rowland doing the full narration while the other has Rowland and Steve Wickersham describing the rebuilding). The C&O action begins with 614 departing Richmond over the long trestle, and there's some real "C&O atmosphere" in the shots of the 614 on familiar track stopping at Sabbat, Va., and running past an overhead signal bridge near Scottsville. In one of the best in-cab studies ever recorded, Road Foreman Russ Sunderland gets the train under way working the throttle against the Johnson bar.

During this part of 614's 1980 tour, her valves were going bad, and departing Balcony Falls the engine picks up a Gresley beat (sounding like a three-cylinder engine) that was a distressing sound mechanically but fascinating to listen to. The real test comes on the 1.4% east slope of Allegheny Mountain, "the hill she was build to beat." With the Hopewell crew set up on the access road, the 614 approaches behind a pair of diesels, which are then cut off, leaving the 614 to start the full train on the grade. From the steaming and straining start with the 22-car train, the 614 does hand-to-hand combat with Allegheny Mountain as the camera paces ahead and alongside—including a stunning pace *through* a tunnel!

The 614 tapes are $59.95 each and are available on VHS or Beta II from *Hopewell Productions*, 345 Brandon Ave., Struthers, OH 44471 (send SSAE for brochure on all their tapes or $20.00 for their Video Catalog Tape—specify VHS or Beta II—which can be returned for full refund with first order).

Summing up the four tapes, we noted that the Youngsound tape had the best video picture, while the Hopewell tapes had the best combination of railfan subject interest and presentation—J.B./MARC BALKIN.

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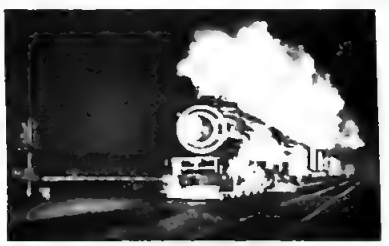
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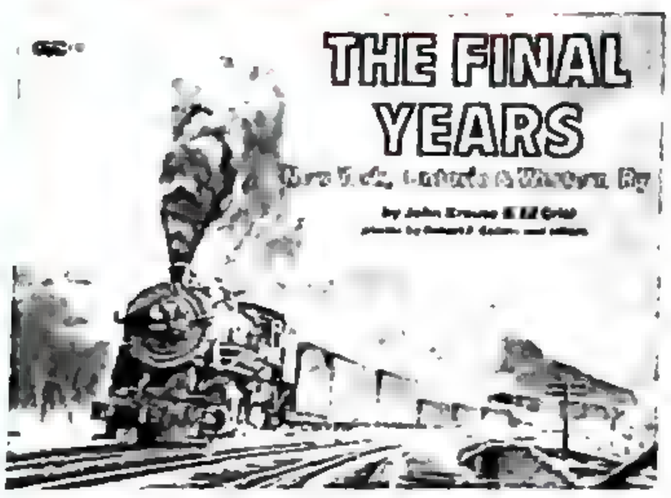

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Camera Bag

BY JIM BOYD

Ektagraphic slide projectors

The November 1981 column on "Buying a slide projector" brought in some interesting commentary, and of particular interest was an article from Roger Ferris of Seattle concerning Kodak's line of professional audio-visual ("A-V") projectors, known as Ektagraphics. So for this issue we'll let him be a guest columnist:

"Jim Boyd's old Sawyers projector is not the only tired system. After 24 years of intensive personal and professional use, my Graflex with Airequipt cartridge attachments was showing its age. Airequipt cartridges were becoming as impossible to obtain as an Edsel car! My final summer of doctoral study several years ago included a course in audio-visual techniques. One project was an intensive survey of A-V hardware ranging from simple projectors to automated slide/tape teaching systems. The university credit course stimulated an intense interest in updating my railroad slide equipment.

"Then along comes a fellow interested in buying my whole Airequipt system, and I've suddenly got the golden opportunity to go for a whole new system. On with the search! Three criteria were established: (1) dependability of operation, (2) future availability of system components and (3) portability with compact storage.

"The Kodak Carousel principle emerged as the winner in flexibility and dependability at every turn. Users in A-V circles were unanimous in their endorsement of the system. In Jim's CAMERA BAG report though, he missed some very important Kodak products. Kodak produces both 'amateur' and 'professional' 35mm. projectors.

"The professional A-V line is known as Ektagraphic. There are five basic models plus models for use on other voltages overseas and units for theatres. The domestic units separate into two major groups distinguished by the focus set-up, either manual or automatic. The 1981 list prices range from $197.50 to $427.50. The three 'AF-series' projectors with automatic focus use the 300-watt ELH quartz lamp with a 500-watt-equivalent output.

"The Ektagraphic projectors are professional versions of the popular Kodak Carousels. They feature a heavy duty motor, solid-state clutch-switching circuit, gentle and reliable gravity slide feed, coated optics, receptacle for dissolve control and slide/sound sync accessories, safety thermal fusing at both motor and lamp, positive horizontal and vertical slide registration (for multi-media use), pre-warming of slides to minimize 'pop' and the capacity to accept filmstrip and stack loader accessories. As Jim pointed out, the internal shutter darkens the screen before the slide changes.

"A bonus to the system's reliable operation is the ultra quiet fan and quiet automatic focus operation.

"The single feature that really clinched my personal choice of the AF-3 was the remote on/off. Have you ever had to choose between standing by the projector and your narration not being heard or standing by the screen and risking operation of your projector by strange hands? Often the lights go out and you fumble for the on/off. Now I have complete control of my show in my hand up front: on/off, focus over-ride, forward and reverse. I often use the overhead projector to illustrate my presentation. With the remote on/off separately or in tandem on a large screen, and the overhead projector where I stand, I can do my own cueing. The remote on/off allows me to go from one to the other and back with ease. In such multi-media presentations professionally I like rear projection since a low level of ambient room light also allows 'live' demonstrations as well as slide and overhead projection to hold attention by shifting media.

"Some accessories add to convenience and storage of slides. I purchased the AV410 fibre case. It holds my carousel projector, lenses, wires, several trays and accessories. At a list of $62 it was a bargain that saved misplaced items needed for a show away from home — you know Murphy's law of forgetfulness! It also provides for compact storage on a closet floor rather than shelf.

"A few thousand slides in carousel trays can get pretty bulky. Besides, when you pick and choose slides for a show you end up with spotty carousels that must be continually refilled or condensed. Kodak offers a B40 stack loader for $25. The stack loader fits over the carousel boss. Add a pack of up to 40 slides (depends on mount thickness) and push the forward button (does not reverse). Slides pop up in tray in the sequence shown ready for refilling. Kodak also offers the B44 slide clip set of twelve at about $20. These clips hold up to 40 slides and come in a storage box the size of a carousel box. Twelve trays of slides stored in the space of one! The clips transfer slides to the stack loader for preview and editing. Lifting a slide for a show leaves no voids. I number my clips and sequentially number the slides for quick refilling. I also keep a notebook with a page for each clip. Each slide is described for easy discovery. Subjects are assigned their own clip set box.

"For show use I arrange my slides on a light table and insert in an 80-slide carousel tray. The 140-slide tray is tempting, but old, bent or thick slides can easily get 'hung up.' I would rather change trays than risk problems in a showing. (Amen!—J.B.) Generally more than 80 slides in a program segment is not good showmanship, but that is another article in itself.

"Railfans researching projection equipment should not stop at the retail camera outlet but also check audio-visual suppliers. You will find them in the *Yellow Pages* of most major cities. Shop for price even here. A contact with school, church, club or business often means substantial savings. Reliable suppliers can often be discovered by checking with your local school district A-V director.

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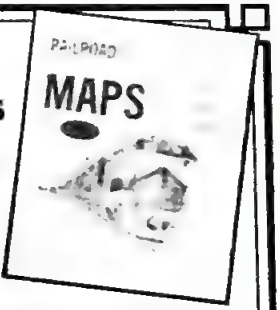

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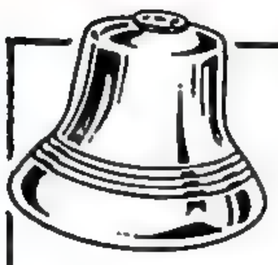

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brass HO locos. My AF-3, [illegible] loads, 25' remote control extension cords, a zoom lens, a 2½" lens for rear projection, four 80 and two 140 carousels, case and four B44 clip sets was a total investment of just under $500. I since have added eight more clip sets, increasing my storage capacity to 5760 slides on 30 inches of shelf space.

"It meets my three criteria, works well, stores compactly and is all I was looking for.

"As a postscript, I was checking with my local dealer about the accessory information for this article, and they said that the AF-3 has just been discontinued by Kodak as of October 15, 1981. They have an equal machine coming out with some 'new' but as yet unannounced features. This might mean that suppliers with inventory will be moving them out and it could be a good time to buy— ROGER H. FERRIS."

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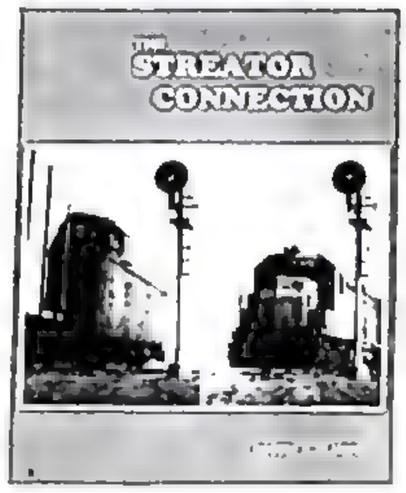

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David J. Monte Verde

A frequent photo contributor to R&R, David Monte Verde makes his feature debut in this issue with the article on New York's Alco short lines which he co-authored with Jim Crosby. Born in the shadow of the old DL&W's Dansville (N.Y.) Hill on February 21, 1946, David has no vivid memories of Lackawanna steam, although he does recall the *Phoebe Snow* pulling into the Dansville station with a Pocono (4-8-4) subbing for the usual F3s. The puppy that he was holding jumped and ran across in front of the large, hissing machine with the four-year-old boy in pursuit—it was his first, and almost last, "encounter" with DL&W steam!

He saw a lot of Fs, Es and Train Masters, and through the years has kept his memories

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Railfanning is:

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and allegiance to the Lackawanna. He has been taking pictures since 1963 and has been seriously into 35mm black & white and color slides since 1972. Together with partner Jim Crosby, David organized "Lackawanna Limited," a duplicate slide marketing business specializing in high quality action and roster slides of the Northeast and Midwest (their business address is 36 Rochester Street, Scottsville, NY 14546, send $2.00 for their catalog and two samples). David's full time employment is with General Railway Signal, where he is a contract administrator on the Washington Metro project.

Aside from his photographic endeavors, David collects railroad memorabilia for his DL&W "shrine." With his wife, Bee, he is also working on a 106-year-old historic home in Scottsville (near Rochester) and a family to fill it. Of course, all of this is worked in and around the "last run of . . ." or the "first run of . . ."!

Jim Crosby

Co-author with Dave Monte Verde on the Alco short line article, Jim Crosby was born on March 31, 1946, in Jamaica, Long Island, and lived in the metropolitan New York area until 1972 when he moved to Rochester. With an Associate Degree in photography, Jim works as a senior color technician for Kodak.

Jim has no "favorite" railroad, but he does prefer roads in the Northeast with multiple-track and frequent trains. He first got interested in railroading when his dad would take him to the Long Island's Morris Park engine terminal on Sunday afternoons where lots of steam locomotives could be seen. He has been shooting slides since 1961 and serious black & white since the early 1970s. He prefers the versatility of 35mm and uses Kodachrome 64 and Plus-X for the bulk of his work.

His other rail interests include model railroading and collecting pre-1900 railroad lanterns. For two years he was the editor of *Lock, Key & Lantern*, a railroadiana collectors' quarterly, and he has a small lantern collection but prefers to spend time riding and photographing trains.

Although he is an active railfan and partner with Dave Monte Verde in the "Lackawanna Limited" slide business, Jim acknowledges that he spends most of his time with his wife, Pat, and their daughters Kara, age 5, and Kelly, age 2—and they all accompanied him on a trip to California last May on Amtrak and the *Rio Grande Zephyr.*

2716: A BRUISER OF A BERKSHIRE

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David Jobe

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VIA and the Busman

The wonderful world of politics and its frequent "public be damned" attitude has struck again. This time the victims are the people of Canada and a portion of the State of Maine.

After some three months of violent opposition and legal battles across all of Canada, a major slashing of the service of VIA Rail took effect as of mid-November—all due to the very questionable decision of one man, Canada's Minister of Transport, Jean-Luc Pepin.

There are many decisions made by government leaders which adversely affect the public, and many of those decisions are publicly criticized, but very rarely has such criticism been as vocal or as wide spread as the VIA action caused. Pepin's heavy hand wiped out a fifth of VIA's network.Very few areas of the country were unaffected, and in Maine 92 years of rail passenger service came to an end. Pepin, a cabinet minister in an acknowledged anti-rail government, slashed service right across the country, but with very little change in the Quebec City/Montreal/Toronto areas which, it has been pointed out, is the hotbed of his party's political support.

Perhaps the most obvious cut was the elimination of one of two services between Montreal or Toronto and Vancouver. The more sensible schedule of yesteryear showed the popular *Canadian*, Train No. 1, operating the old CPR route between Montreal and Vancouver via Ottawa, Winnipeg and the scenic southern route through the Rockies via Calgary and Banff. Its running mate, the *Super Continental*, operated from Toronto through Winnipeg and then up the CNR northern route by way of Edmonton and Jasper Park. The two trains were scheduled to meet in both directions in Winnipeg, where passengers could switch from one train to another. With tourism playing such an important part in Canadian economics, it was very popular for passengers to travel to the west coast by one route and return by the other. The scheduling permitted a choice of CN or CP route through the mountains and then the option of the direct Montreal or Toronto route east of Winnipeg.

That is no longer possible. The *Super Continental* is now but a memory, as the *Canadian* now operates from Montreal via Toronto. Not only is this a 162-mile longer trip to Winnipeg for Montreal passengers, but its running time is almost eleven hours longer. Montreal passengers enroute to Vancouver will now have a running time of some 87 hours as opposed to 73 hours BJLP (Before Jean-Luc Pepin).

Some of the most outspoken criticism aimed at Mr. Pepin came from those along the northern route through the Rockies (the CN route via Jasper), and these blasts have come not only from the tourism interests in Jasper Park, long one of Canada's premier attractions, but also the business community.

Although they don't realize it, the Japanese may also lose out by the VIA cuts. This nation has produced perhaps the world's most energetic group of tourists yet seen with many thousands of them marking the Canadian Rockies as their destination. The round-robin tour of the Rockies was almost a must for these people, but with service to Jasper now limited to three days a week as a part of the run between Edmonton and Prince Rupert—and with service to the starting point of Edmonton being little more than a branch from the main line—it portends a major shift in area tourism. With the massive energy reserves of western Canada being located closer to the northern route, business leaders are understandibly upset over the cutback.

It's not only the west that felt the pinch. The Maritimes, too, were not spared. Its biggest loss was in the termination of its premier service connecting Montreal and Halifax. The *Atlantic* (featured in the R&R January issue) was pushed aside in favor of the second train on the route, the *Ocean*, running the 88-mile longer CN route over the top of Maine. The removal of the *Atlantic* from the timecard caused the State of Maine to be without passenger rail service for the first time in close to a century. It also cut off direct service between St. John, New Brunswick, and Montreal. A railiner (Budd RDC) service between Moncton and Edmundston, N.B., also ceased.

The opposition to the termination of the *Atlantic* was particularly vocal. VIA Rail officials in the Maritimes candidly agree that the *Atlantic* was an exceptionally popular train which carried many times more passengers than did the *Ocean*. It also provided much quicker service between Nova Scotia points and Montreal. VIA officials also admit that they never gave any thought to Maine-boarding passengers who, as it pointed out, took to the service in great numbers.

Who is this man, Jean-Luc Pepin? Some months ago we had cause to hear him in a Canadian Broadcasting Corporation interview on the CBC radio station in Fredericton, N.B. This interview came just after he announced the cutbacks in early fall. The portion of the interview that we tuned in on dealt with the effect of reduced rail service on the Canadian Rockies. About the only thing we heard Pepin talk about was how the best way to see the Rocky Mountains was by bus. We just couldn't understand his great love affair with the bus until, a few weeks ago, we happened across some biographical material on the man. Before assuming his present duties he served as a director of a company that owned a large bus operation. He was also a prominent bus industry lobbyist. Hang on, the smell gets worse. When he had occasion, just a year ago, to fill the slot of Director of Rail Passenger Administration, he turned to Robert Tittley, a bus company vice-president. Now serving as the top governmental official entrusted with passenger trains, Tittley was a director of the bus lobby's Canadian Motor Coach Association. In this position he made frequent presentations to the government decrying competition from the trains.

by Bruce Owen Nett

VIA

Keep holding your nose, there's more to come.

By direction of Pepin's Department of Transport, VIA Rail is not permitted to set fares below those of bus operators on competing routes. This means that Pepin and his flunkies are able to veto any fares that VIA wishes to offer that would undercut busses.

According to a recent "expose" on Pepin and his activities, the prestigious Canadian news magazine, *MacLeans*, pointed out that Pepin has such a "high opinion" of motor coaches that he says there has been a "bus revolution" as significant as that in electronics. He was also quoted as saying that the public does not want trains and that rail travel is falling behind everywhere in the world. Perhaps he should come out of his den and look at the massive investments in rail modernization taking place in many corners of the world.

The main reason given by the Pepin claque for the cutback is to allow VIA to use the $100 million now budgeted for rail operations to buy new equipment. To do this means a cutback of services in the Maritimes and the West so that service can be upgraded in the so-called corridor between Quebec City and Windsor, Ontario. By a very strange coincidence, most of the cuts took place in regions represented in Parliament by members of the opposition party.

Mr. Pepin was very magnamious in doing things for some of those people who would be inconvenienced by the loss of trains. In the area of southwestern New Brunswick, passengers from points west of St. John won't have anything to worry about in getting to Montreal. Take the people in the New Brunswick capitol of Fredericton, for example. They can make use of VIA's brand new railiner service which has just been extended into Fredericton from Halifax by way of St. John. This service was timed to connect with the westbound *Ocean* at Moncton. Easy connections could be made with only a 30-minute wait at Moncton. Great! Or is it. Eight hours after leaving Fredericton a passenger would find himself at Campbellton, N.B., some 341 miles along the route to Montreal—except that at this point he will be 464 miles away from Montreal while Fredericton itself is only 451 miles from Montreal via the CP route of the *Atlantic!* Great concern for the public, Mr. Pepin.

As one might suspect, the people of Canada and of that portion of Maine did not take this slashing laying down. Not only did the protests come from the several thousand rail employees who would lose their jobs but from civic leaders and the public alike. They soon learned that the political ears that are wide open during election years are closed tight in between. In this case the Pepin crew outdid themselves in ignoring the public. For the most part, requests for meetings went unanswered or were refused. Members of the press are still feeling the effects of running into a stone wall during the entire episode.

Those who wanted their questions answered were concerned not only with why "their" service has been halted, but many wanted to discuss the often-heard charges of why VIA Rail was being charged so much by the CP and CN for running their trains. There were many examples of outrageous charges being imposed, and the prospective questioners wanted to separate fact from fiction. Typical of the suspected overcharging was a question of why VIA Rail was charged between $60 and $80 for a man to come out each morning to take four bags of garbage off the train at McAdam.

Another example of a supposed heavy charge to VIA took place at Fredericton Junction. Just two weeks prior to the shutdown of main line service through the minuscule community, crews finished building an extensive new platform long enough to serve an 18-car train, although only a handful of passengers would use the facility. It is said that the charges for this work amounted to $30,000-plus, a higher amount for a platform lighting system more than adequate for a major city terminal. Since CP freight trains are the only ones now using the platform—except for the RDC unit which comes in from the back side—is the CP footing any of the bill?

What happened to the many lawsuits initiated in an effort to stop the cutbacks? They were all dismissed with the legion opinion that the Transport Minister acted according to the rules of his department. And that is another story. In the United States Amtrak was set up by an act of Congress and depends on that body for protection and funding. VIA Rail is a Canadian crown corporation, but it was set up by means of a simple Department of Transport spending vote. This allows the government to bypass the normal public hearing process, so that one big obstacle of such an agency—listening to the wishes of the tax-payers—needn't be of concern.

For many months a Parliamentary watchdog committee has been proding Pepin to prepare legislation to give proper legal status to VIA Rail. First reaction by the Pepinites was that such a bill was then being prepared. Later, however, and when pressed by Parliament for a date for its introduction, Pepin replied that he did not see that such a bill was needed. As a final measure of his public-be-damned attitude, Pepin issued the orders to pull trains out of service. This was done while Parliament was in recess and unable to take steps.

Equally astonishing is the fact that VIA's President Frank Roberts has no idea just what his company is being charged by CP and CN for their handling his trains. Only the government (read Pepin and crew) may see the itemized statements! Nor can it be ascertained just how much profit both railroads are tacking onto the bill, a move that they are entitled to do.

At last report the garbage collectors in Ottawa are still making their appointed rounds. But there is still a big smell hovering over Canada's capital, and it is the public who must breathe in the foul air.

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Railnews

NJ TRANSIT The first of 17 new F40PH-2 units for N.J. Transit began arriving at the former-CNJ facility at Raritan, N.J., in early November. The F40s, numbered 4113-4129, are slated to replace the old CNJ equipment on the Raritan line when the new "Comet II" coaches arrive from the Bombardier plant in Barre, Vermont—the Comet II's will be very similar in appearance to the Pullman-Standard push-pull cars presently in service on the former-EL lines but will wear the new NJ Transit colors. In the meantime, some of the F40s have been showing up on the old Lackawanna lines with push-pull EL cars, while the rest remain stored at Raritan awaiting the Bombardier cars.

On October 3 N.J. Transit hosted the first "Hoboken Terminal Renaissance Festival" to celebrate the completion of restoration of the historic structure that serves as the terminus for the former-EL commuter lines. With all sorts of arts and crafts exhibits and a wide variety of ethnic foods being purveyed in the concourse area, the event brought in a large gathering of the general public and railfans. There was plenty of rail interest, too, for in addition to booths and model displays set up by the area's fan and model railroad clubs, N.J. Transit had brought in an amazing array of railroad equipment including red-and-pinstripes GG1 4877; GP40P 4111, U34CH 4176 and E8m 4326 in the N.J. Transit's "disco" paint scheme; RDC 556; sets of Jersey Arrow and old DL&W m.u.'s and Morristown & Erie Alco switcher 14. The two biggest surprises were a GG1 under EL wires (not running, of course) and CNJ open platform observation car 1178 refurbished and wearing the N.J. Transit colors.

THE SUSQUEHANNA R.R. A rather unusual fantrip was operated over Delaware Otsego's New York Susquehanna & Western on October 11, 1981, by the Jersey Central Chapter NRHS. The train had GP18s 1802 and 1804 on a consist of seven DL&W m.u. trailer cars leased from N.J. Transit—this is probably the first time since their conversion from steam-hauled coaches to m.u. trailers in 1931 that these DL&W cars have comprised a locomotive-hauled train without their "married pair" m.u. power cars—plus a Delaware Otsego diner. This was also the first revenue passenger run over the NYS&W since 1966. A tour of the Little Ferry engine terminal kicked off the trip, and that was followed by a run west toward Butler. There was an unscheduled stop at Oakland when the "cowcatcher" of one of the m.u. trailers snagged on something and derailed the second coach. A pair of RS1s (240 and Bicentennial 252) scurried up from Little Ferry to help rerail the car from the rear, providing a very interesting diversion for the passengers. With everything rerailed, the Suskie then staged a very spectacular photo stop with the train posed on the Ramapo River deck truss bridge in perfect afternoon light and fall colors. The run to Butler was completed without incident, and the train returned on time.

BRADFORD COAL CO. The opening of Bradford Coal's new "Big Bad Brad" preparation plant and loader at Bigler, Pa., was the occasion to bring out George Hart's CPR 4-6-0 972—fresh from overhaul at Strasburg—for four days of public excursions from the mine to Clearfield and return over Conrail's ex-NYC Beech Creek Branch on October 8-12, 1981. The 1.4% return trip grade gave the 4-6-0 a chance to work on the six-car train of ex-Reading coaches. It generated a lot of good local press.

THE SANTA FE HERALD Parent Santa Fe has apparently decided that its subsidiary TP&W went too far when it created its new herald to go along with its Santa Fe-style lettering on recently repainted units (see RS11 401 on page 2 of the January '82 R&R). The new herald consisted of the TP&W initials in the crossbar of the Santa Fe circle, and apparently Uncle John's attorneys felt that was too much of an "infringement" on the Santa Fe corporate logo. It was placed on a number of locomotives and a few cabooses, including RS11 401 and GP38-2 2010, but freshly repainted GP18 600 has the Santa Fe-style "Cooper Black" lettering in place of the herald on the nose and retains the big initials on the side.

ANOTHER CABLESS BN The Burlington Northern's program of rebuilding wrecked units as cabless boosters (SD40-2B 7500 in the January '82 R&R) is producing some interesting results. Spotted recently was 4500, a U30CB (original number unknown at this time). The other two rebuilds are SD40-2B 7500, former 7221, and 600B, former Frisco GP38AC 660.

NORFOLK SOUTHERN It took a New York-based consulting firm to come up with a familiar name for the merged Norfolk & Western and Southern Railways. The new name, chosen after reviewing 2000 proposals, will be the historical and geographically appropriate "Norfolk Southern." As N&W President Robert Claytor put it, the name "preserves favorable identification better than a collection of initials." Interestingly, the new name makes no reference to railroad or railway, as its proper form is Norfolk Southern Corporation. A new corporate logo/railroad herald is reportedly being developed. Formal consummation of the merger is awaiting final approval by the ICC which has a deadline for ruling of April 1982. The new Norfolk Southern will have a 17,500-mile railroad system as well as interests in coal and an airline.

Railfans will recognize the name from the old Norfolk Southern which was merged into the Southern in 1974. The NS had a 400-mile main line from Norfolk, Va., to Charlotte, N.C., and was famous for gray and red Baldwins and low-nose GP18s and GP38s. Ironically, the NS Geeps are still on the SR, but all have been rebuilt with high short hoods—WALTER A. APPEL.

LA SALLE & BUREAU COUNTY Illinois' erstwhile little Baldwin-powered short line hasn't made this much news since it was accused of possessing too many Penn Central boxcars. In late summer the LS&BC repainted its ex-Navy Baldwin VO1000 No. 9 into a brilliant purple, a color reportedly representative of a product of its parent Carus Chemical Co. In October 1981, both the purple No. 9 (see page 2) and the black S8 No. 8 were sold to Chrome Crankshaft, and in early November the No. 9 was shipped out to Transkentucky Transportation Incorporated. Within two weeks the Baldwin had its purple paint covered over with TTI's colors of blue and silver and it was put to work at TTI's rail/barge coal transloader at Maysville, Ky. The black LS&BC No. 8 was last reported still at LaSalle, Ill., but slated for replacement by a 35-ton six-wheel Plymouth switcher. The LS&BC typically operates mornings on Tuesday and Thursday between the plant in LaSalle and a lumber yard a few miles west the ICG interchange at Midway.

It's not known if "The B" (as the LS&BC is known locally) will paint the Plymouth purple, but the colorful Baldwin inspired at least one anonymous R&R editor to pen the following:

"I never saw the purple Baldwin, I'll never get to see one. And even though it's gone for now, we briefly had a 'B' one."

TRANSKENTUCKY TRANSPORTATION INCORPORATED In addition to buying the purple LS&BC Baldwin, TTI is drastically expanding its already interesting roster of three ex-MP EMD reengined RS3s. On October 5, 1981, Chrome Crankshaft in Silvis, Ill., outshopped and shipped five ex-Rock Island U28Bs to TTI; the 242, 244, 246, 248 and 254 (see page 2) kept their RI numbers. TTI operates a 49-mile former-L&N line from Paris, Ky., to the Ohio River at Maysville. With their own coal transloading facility at Maysville, TTI has been reportedly very successful in negotiating contracts for trainloads of coal to be delivered by the L&N to Paris and road-hauled by TTI to Maysville for dumping.

FARMRAIL CORPORATION November 19, 1981, marked the beginning of operation of Farmrail Corp. over 35 miles of former-RI trackage in the oil-booming Anadarko Basin area of Oklahoma. Headquartered at Elk City, Farmrail runs the segment of the Memphis-Tucumcari line from Santa Fe and BN/Frisco at Clinton to a point west of Elk City. The road's primary commodity for shipment is expected to be "mud"—that's barite, or drilling mud, used in large quantity in oil drilling operations. The State of Oklahoma bought 62 miles of the RI line for $3.1 million and worked out a contract with Farmrail for operation of the western portion, with extension eastward to Hydro anticipated (no state subsidy is involved, and the state will share in any operating profits).

Two ex-FEC GP7s, owned by Xtra Inc., were overhauled by Diesel Electric Services in Dallas and shipped to Farmrail in mid-November. Retaining their FEC numbers, the 617 and 620 were painted Farmrail colors (see page 2) and will be joined soon by a third Geep, ex-FEC 621.

ROCK ISLAND IN OKLAHOMA In a continuation of the state program for purchasing abandoned Rock Island lines that resulted in the Farmrail operation, a purchase bid has been made for lines

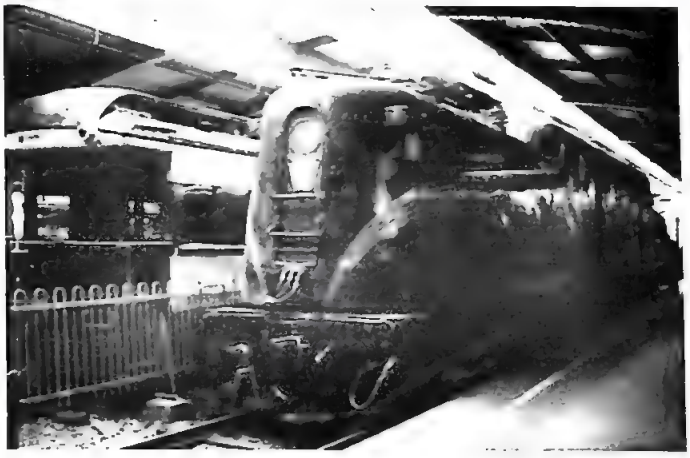
THE SUSQUEHANNA R.R. hosted a fantrip for the Jersey Central Chapter NRHS on October 11, with two GP18s leading a consist of DL&W m.u. trailers leased from N.J. Transit. After an unscheduled diversion of watching the second coach being rerailed after a minor derailment, the riders were treated to a long photo stop with the train posed on the Ramapo River bridge (right), with the train moved a few feet from time to time to provide the "perfect" spotting from the wide variety of photo angles available—and then wrapped up with a full runby over the bridge.

JIM BOYD

NJ TRANSIT has taken delivery of the first of their 17 F40PH-2s, 4113-4129, five of which were lined up at the old CNJ facility at Raritan, N.J., on December 11 (below). On October 3, N.J. Transit hosted "Hoboken Terminal Renaissance Festival" with an unusual gathering of equipment in the old DL&W terminal including GG1 4877 (below right) in red and pinstripes plus ex-CNJ *Blue Comet* observation car—recently in regular service on the Phillipsburg runs—in the new "disco" colors.

MIKE RUDINSKY

JIM BOYD



ROGER A. HOLMES

THE SANTA FE HERALD was "infringed" by subsidiary TP&W and will no longer be applied to units like GP38-2 2010 at E. Peoria on November 7.

ANOTHER CABLESS BN wreck rebuild is "U30CB" 4500 (original number unknown) shown below on an FW&D freight at Jolly, Texas, on October 8.

STEPHEN M. REEVES

BRADFORD COAL CO. celebrated the opening of their new preparation plant at Bigler, Pa., by operating George Hart's CPR 4-6-0 972 on four days of passenger runs from Bigler to Clearfield, Pa., on October 8-12. The 972 was working hard (below) up the 1.4% over Clearfield Creek.

TOMMY KRAEMER

Railnews

from N. Enid to Ponca City and from Anadarko to Magnum. Neither of these lines includes the RI's main line "X" that Oklahoma is also trying to save. The north-south Herrington-Dallas line and the segment east of El Reno of the east-west Memphis-Tucumcari line are presently being operated by Katy subsidiary Oklahoma-Kansas-Texas, which has been in intensive negotiations with RI bankruptcy trustee William Gibbons to get its monthly rent reduced. This was successful in late November, but the new agreement only guarantees OKT operation to the end of January.

The OKT is an impressive railroad, with Katy and leased Conrail motive power and even a large number of green "OKKT" covered hoppers in evidence. The state is anxious to keep the OKT running and hopes to interest the Santa Fe in the Memphis-Tucumcari main.

CANADA & RIO GRANDE The D&RGW has just returned six Canadian National GP40-2Ws (9600, 9607, 9608, 9609, 9615 and 9616) that had been on test this past fall evaluating the Vapor wheel control system that permits controlled wheel creep much like the EMD Super Series system. Although the new system will permit higher pulling power from a GP unit, the cost of retrofit and excessive wheel and gear wear along with the potential for thermal cracking will probably discourage any massive conversion program.

A VIP TRAIN A Maine Central inspection train carrying owner Timothy Mellon and state and railroad officials derailed on October 28, 1981, near Concord, Vermont, on the Mountain Subdivision, after encountering a track washout. The inspection train had left St. Johnsbury ahead of freight YR-1 at 8:25 a.m. Wednesday morning with GP38 258 and boiler-equipped GP7 573 leading four passenger cars. Heavy rains in the area kept the train to slow speeds, and the engineer had been forced to stop about a mile before the derailment site to shovel mud from the track. The train continued eastward and was doing about 7 m.p.h. near Miles Pond, Vt., when the roadbed gave way under the Geeps, rolling them down an embankment. The 258 rolled about thirty feet. resulting in minor injuries to the four crew members on board. The green GP7 rolled on its side, coming to rest atop a rear truck of the GP38. Fortunately, only the lead truck of the first passenger car derailed. A few of the 40 passengers sustained minor injuries when the brakes went into emergency.

The cause of the accident was attributed to "soft track" resulting from the ground underneath being washed away by the heavy rains. The purpose of the inspection train was to permit Mellon and railroad officials to exchange views with state officials on the possible abandonment of the Mountain Subdivision. State officials were concerned that the MEC/B&M/D&H route would result in traffic loss to Vermont and New Hampshire. The accident and other washouts kept the line closed several days—CHIP SHERMAN.

CANADIAN, EH? On October 27, 1981, the trustee of the bankrupt Milwaukee Road announced that they were beginning serious discussions of integrating the Milwaukee and the Grand Trunk Corporation's GTW, DW&P and DT&I. As a result, an inspection train of one Milwaukee and two GTW business cars toured the Milwaukee from the DW&P connection at Duluth to Kansas City in early November. A merger would require ICC approval.

EAGLE MOUNTAIN MAY GO Kaiser Steel Corp. has proposed a major realignment of its production and operations that will eliminate a steel-making plant, Eagle Mountain Mine and the colorful Eagle Mountain Railroad in California. The rail line, built in 1948, was noted for its Baldwin six-motor diesels in the early days and later for its big red GE U30Cs. In the change, Kaiser will become a processor steel manufactured by others. The 2.8-million-ton-per-year blast furnaces of Fontana which produced basic steel will be closed, but the rolling mills will remain in operation using steel shipped in from other producers—WALTER A. APPEL.

BULLET TRAINS FOR THE U.S.A.? A new organization called the Japan-United States Rail Congress has released a 39-page report recommending 100-to-300-mile Bullet Train Corridors be developed in the United States. The Congress consists of 15 members of the U.S. House and Senate and 15 members of the Japanese Diet.

The report pointed out that a host of foreign nations including Japan, W. Germany, England and France have developed modern high speed passenger trains since the end of World War II. While speeds of trains in these nations have been increasing, the report pointed to a drop in U.S. passenger train speeds from an average of 75 m.p.h. in the 1950s to 40 m.p.h. now. Pointing to the Northeast Corridor as an area where travelers have been attracted to good train service, the report recommended additional routes be built for 100-plus m.p.h. trains. Recognizing the high cost of such ventures, the Congress suggested the government guarantee loans for the construction projects.

According to the report, the U.S.A. needs a balanced transportation system to remain economically healthy. Such a system should include good passenger service. The report makes many valid points, but some of the figures included therein, such as an average passenger speed of 75 m.p.h. in the 1950s, must be questioned by the serious rail enthusiast—WALTER A. APPEL.

SOUTH SHORE'S GEEPS Clarifying a news item from the January '82 issue, the three ex-FEC GP7s that went to the Columbus & Greenville in June were the three former-Chicago South Shore & South Bend ex-FEC Geeps that were replaced by the South Shore's new GP38-2s. Interestingly, the GP7s were swapped by a dealer for C&G SW1s, while *three*, not the reported two, Baldwins remain active (601, 605 and 606) at least for now.

WESTERN PACIFIC F7 918 Another covered wagon has been preserved. The Western Pacific has donated F7 918 to the Pacific Locomotive Association museum at Castro Point. The unit is reportedly intact but unserviceable with burned-out traction motors and some damaged wiring. Only the 917 and 921 remain in WP service, with 913 now in the Sacramento museum.

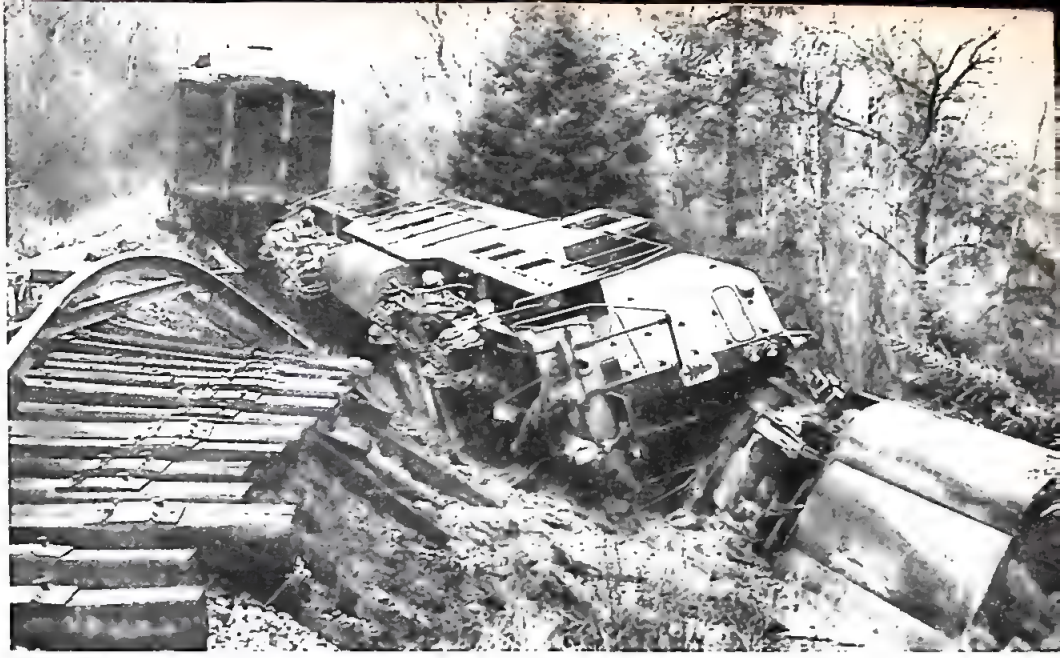
MID-CONTINENT RAILWAY MUSEUM A new steam locomotive has found a home at the Mid-Continent Railway Museum in North Freedom, Wisconsin. Green Bay Route 2-8-0 350 (originally KGB&W 49) was moved from display in Wisconsin Rapids after the city donated the handsome Consolidation to the museum. The engine had been on display in Wisconsin Rapids since 1955, and it was removed to the Soo/C&NW joint trackage on October 10. She is a likely candidate for future restoration and operation.

Another restoration recently completed at North Freedom is Great Northern wooden caboose X582, a 1940s rebuild of a 1925 original. Jeff Haertlein and his wife put in nine years of work on the GN classic.

NEW YORK'S SPV-2000'S New York's Metropolitan Transportation Authority has become the second transit operator to put into service Budd's new "super-RDC," the SPV-2000. MTA has purchased ten of the cars, numbered 290-299, for $1.2 million apiece. On October 17, 1981, the first pair made a demonstration run along the Hudson Line from Croton-Harmon to Poughkeepsie, and shortly thereafter went into regular service on the Poughkeepsie shuttle. SPVs will also be used on the upper Harlem Line between Brewster and Dover Plains. In both cases they will replace the breakdown-prone ex-NYC RDCs that have been covering these Conrail lines in recent years. The New York SPVs join the 13 cars owned by the Connecticut DOT that went into service in 1980, a single test car owned by the Federal Railroad Administration and six cars sold to Morocco—a total of 30 SPVs built since Budd introduced the self-powered Metroliner-shell car in 1978—TOM NELLIGAN.

THE ACE 3000 In mid-December 1981, negotiations were under way between American Coal Enterprises and a major Class One railroad to work out funding to build the prototype second-generation steam locomotive within the immediate future. Understandably vague because of the delicate stage of the negotiations, Ross Rowland, president and founder of ACE, said that the chances of success in getting a prototype built had "just gone from 70/30 to 95/5, with a 75% chance of the locomotive being successful." The railroad, unnamed at this time, has been studying the ACE steam locomotive design on computer simulation since April and is reportedly extremely impressed with the overall cost-saving potential of the coal-burning locomotive. It definitely wants to see a prototype built, and the degree of its participation in the financing was being worked out at press time.

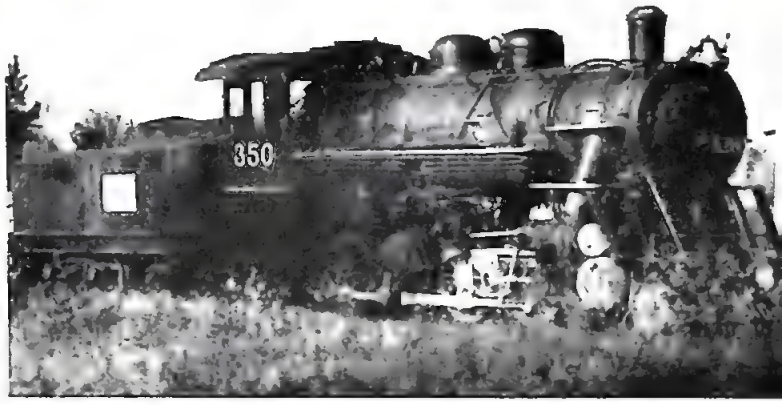
A VIP TRAIN carrying owner Timothy Mellon and New Hampshire and Vermont state officials derailed on a washout on October 28 near Concord, Vt., on the Maine Central's Mountain Subdivision. As the train was moving at 7 m.p.h., a rain-washed fill collapsed beneath it, rolling GP38 258 and boiler-equipped GP7 573 down the embankment, resulting in minor injuries to the four crew members in the lead unit. While all four passenger cars remained upright, with only the lead car derailed, a few of the 40 VIP passengers on board sustained minor injuries when the brakes went into emergency. The line was closed for several days from this and other washouts.



ANDREA W ZENTZ

TWO PHOTOS JEFF HAERTLEIN

JOHN O GIESKE



MID-CONTINENT RAILWAY MUSEUM acquired in October Green Bay 2-8-0 350 (originally KGB&W 49) from the city of Wisconsin Rapids. Also at North Freedom is Jeff Haertlein's recently restored GN caboose.

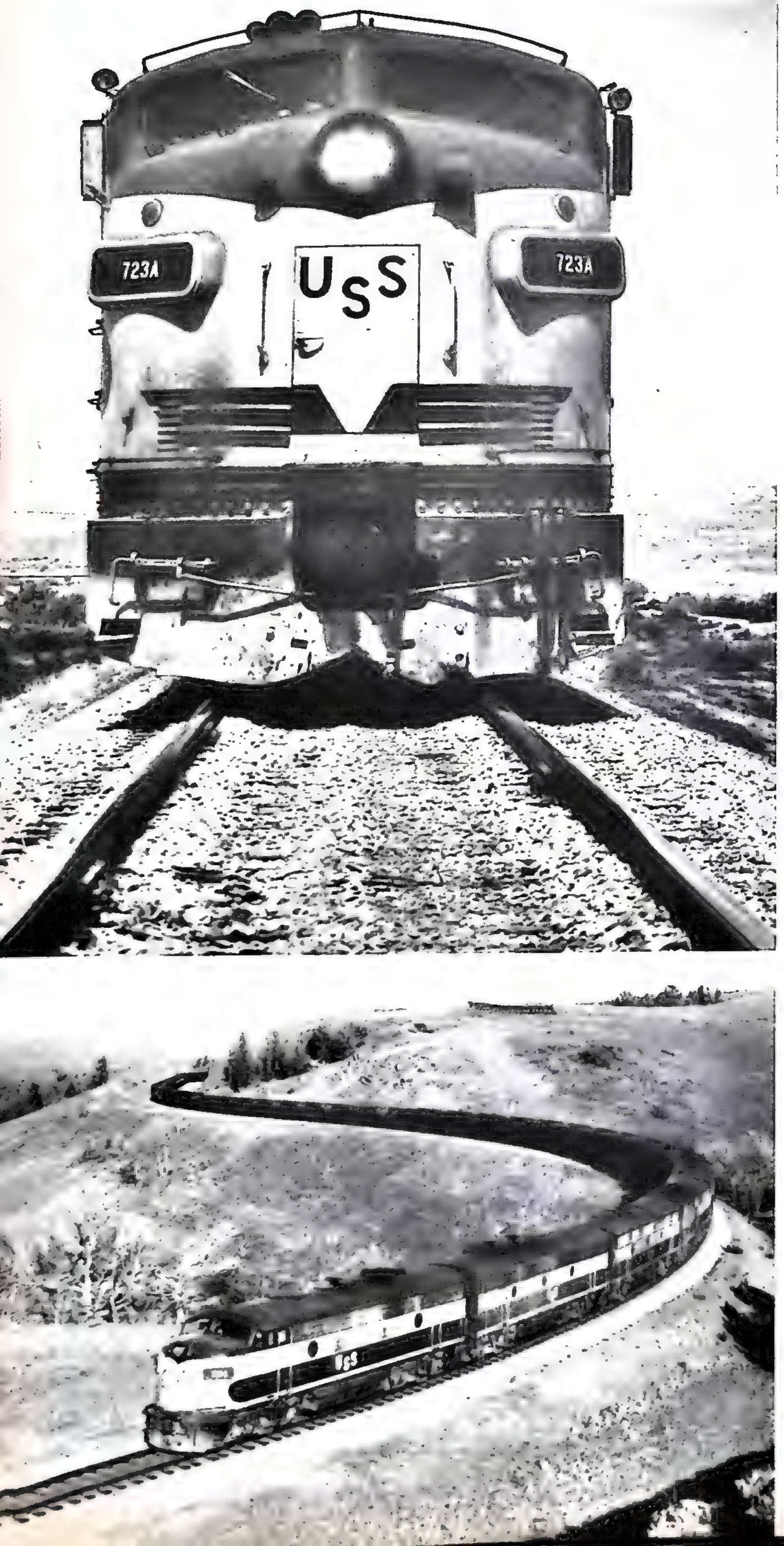
TOM NELLIGAN

CANADIAN, EH? Officials of CN-subsidiary Grand Trunk Corp. toured the Milwaukee Road on a train shown here at Savanna, Ill., on October 12.

NEW YORK'S SPV-2000'S are now in service (right). Cars 290-291 were southbound along the Hudson at Cold Spring, N.Y. on November 26.

JIM BOYD

ROCK ISLAND IN OKLAHOMA may be abandoned, but it certainly has some interesting things running over it. The Katy set up subsidiary Oklahoma-Kansas-Texas to operate ex-RI lines and then leased a reported 96 Conrail units for power. Conrail GP38-2 8227 was at Harter Yard in Oklahoma City along with Katy switchers on November 14. Conrail units are used on both OKKT and MKT lines.



USS

by Dale Sanders

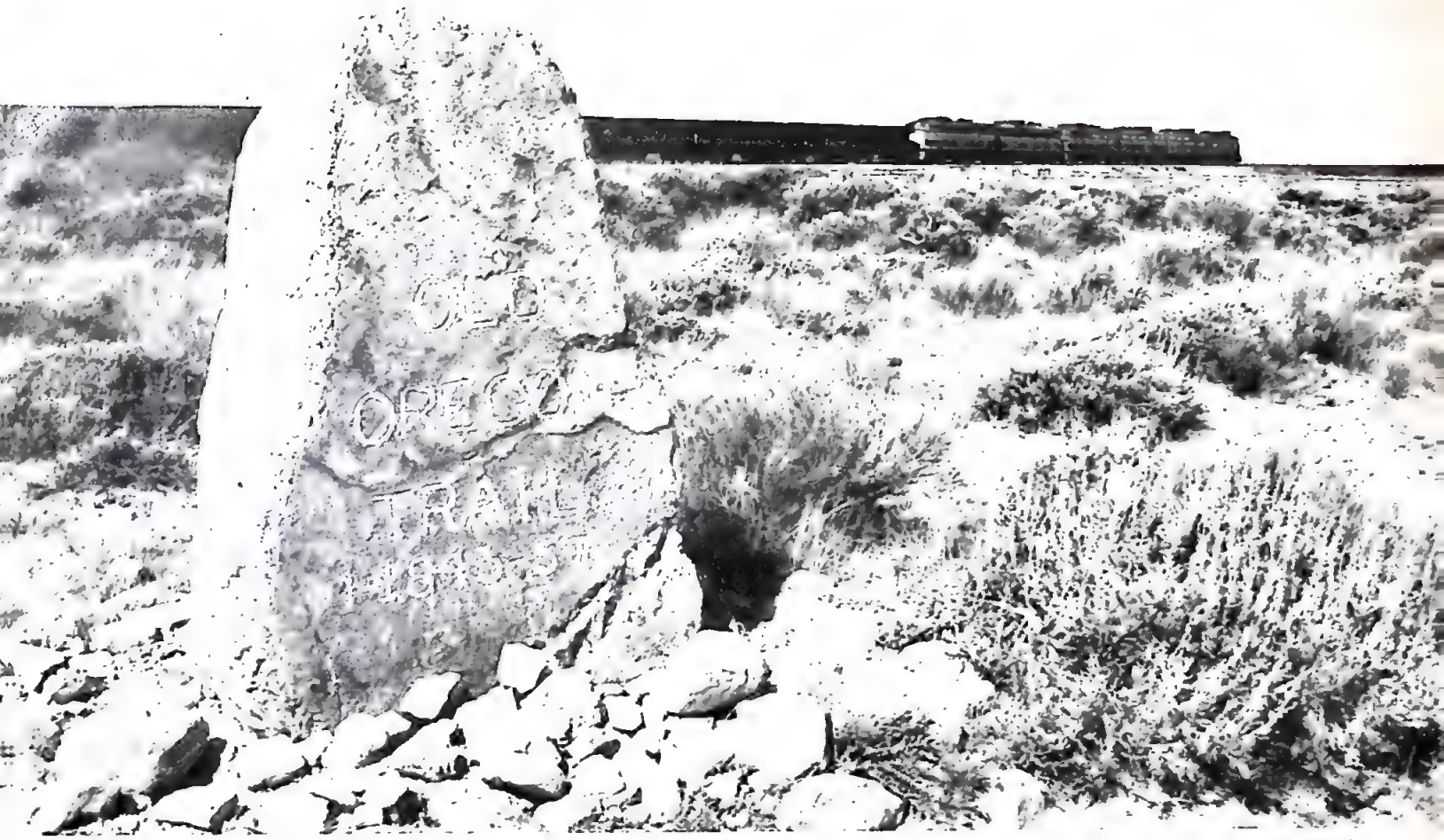
Covered

Wagon ruts marking the Oregon-Utah-California Trail are still visible across windswept South Pass in Southwestern Wyoming. A few feet away from the historic South Pass marker, tracks mark the passage of another generation of covered wagons. Matched sets of United States Steel F7s now cross the continental divide on a regular basis where pioneers once risked everything to traverse that pass in the 1850s.

A few pioneers did not make it to California, deciding instead to stay in Wyoming and try their luck at mining. The towns of South Pass City and Atlantic City sprang up in a gold boom that died as rapidly as it came to be. The hardy stayed behind, scratching out a living in the expanse of western Wyoming. Mining in the area was dormant until June 1960 when United States Steel started construction of their Atlantic City taconite iron ore mine 30 miles south of Lander, Wyoming.

The Atlantic City Ore Operation is a division of the Western Ore Operations which also includes the Utah Ore Operations near Cedar City, Utah, and the Keigley Quarry near Payson, Utah. These three operations supply the iron ore and limestone needed by U.S. Steel's Geneva works near Provo, Utah. Atlantic City produces taconite pellets (about the size of marbles) of high grade agglomerated iron ore.

U.S. Steel needed a rail link to the Union Pacific to transport the iron from Atlantic City to Geneva, Utah. In 1961, construction started on 76 miles of railroad built to UP main line standards with the help of UP engineers. Grades range from 1.1% between Winton Junction (UP connection) and Sweetwater



PHOTOGRAPHY DALE SANDERS, EXCEPT AS NOTED

COVERED WAGONS of a different variety pass the Old Oregon Trail marker near Milepost 58 as the USS train growls north with the empties. The 723A made a classic EMD image (left) at Winton Junction while waiting for the UP to arrive. A perfect A-B-B-B-B-A lash-up (bottom left) was caught climbing the last five miles toward the Atlantic City mine and taconite plant.

wagons to Atlantic City

(continental divide) to 2% from Sweetwater up to the mine.

When the line was completed in 1962, U.S. Steel went to its Bessemer & Lake Erie for motive power in the form of six leased F7s. The three As and three Bs remained on a lease basis for several years prior to purchase by U.S. Steel. In the early 1970s two more F7s joined the Wyoming railroad. The first, 712B, came from the Bessemer and soon found itself in the company of the first six wagons hauling iron ore. The second unit, 734, came from the Burlington Northern and now provides parts for the seven operating units; trucks and fuel tanks have been removed, leaving the old Northern Pacific-painted F high and dry on blocks behind the shop.

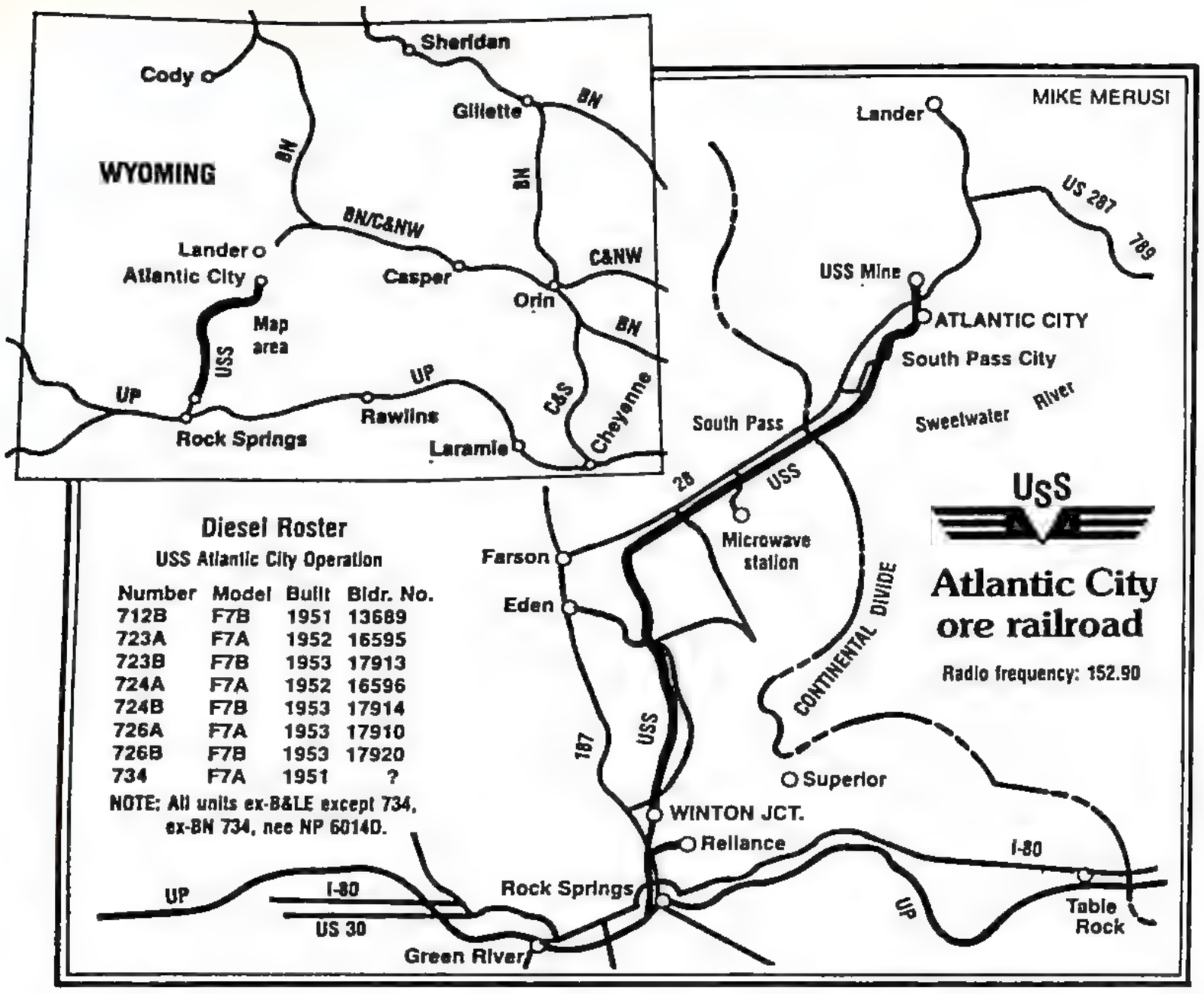
Along with the former BN F-unit in the shop area are UP wedge snow plow number 900006 and Jordan spreader number GS-081. Both plow and spreader are used extensively in winter with as much as 159 inches of snow per year accompanied by temperatures as low as −52°. Crews really appreciate those covered wagon carbodies when weather conditions are this severe.

To help keep the locomotives toasty warm, special winterization hatches are placed over the dynamic brake fans in addition to the normal hatches over the rear radiator fan. Snow shields are also attached to the side grills for snow-free air intake during adverse weather.

Wyoming winters can sometimes play havoc with the routine of shuttling taconite down to the UP. During most of the year the Fs make a round trip every other day, using the day in between runs for loading 120 ore cars with iron pellets. Depending on weather conditions and the demand for steel at Geneva, this operation may be altered.

On typical operating days the crew goes on duty at the mine early in the morning assembling their train and making a very crucial air test. Remember, these trains weigh in at 15,000 tons, and it takes every bit of dynamic brake those six wagons can muster plus all the train brake available to keep things under control.

After checking the air and power, it's time to head down the mountain. The trip takes three to four hours from the mine to Winton Junction at a fairly constant 25 m.p.h. At the interchange, loads are exchanged for empties. The UP brings in the empties by heading up the South Pass Branch from Rock Springs. Power for UP's symbol ACU



(Atlantic City Unit) is typically five big GEs called out of Salt Lake City. Although the meets are fairly well timed, either the UP or U.S. Steel usually waits for the other to arrive. On occasion, if the UP's end falls through, U.S. Steel may drop the loads and return to the mine cab-hop, dropping down the next day to pick up the empties. If everything hangs together (and it usually does), it is another three to four hours back up the hill with the empties. In some cases, the crew may isolate the lead unit for "comfort" (namely, a quieter ride) since the added horsepower is not needed with empties but rather for braking on the loads. Arrival time back at the mine is usually late afternoon, giving would-be photographers an entire round trip during daylight.

The most photogenic part of the line, the high end near the mine, also gets the best light because of the down-in-the-morning and up-in-the-afternoon schedule. The upper end of the line is also the most accessible by vehicle. Although the lower end of the line is fairly easy to get to, the dry, barren, sagebrush-covered terrain is no match for the high mountain desert scenery near the mine.

Driving north out of Rock Springs on U.S. 187 gives access to the line. The UP's South Pass Branch will be on the left until you're out of town. Shortly after leaving Rock Springs, the tracks cross 187 at grade. UP also uses this line to reach Reliance and another mine loading facility there. A few miles out, Tri-Territories Road turns off to the right. This well maintained dirt road (with an eventual destination of the Great Divide Basin) reaches Winton Junction a mile or so from 187. The junction consists of a small yard stuck out in the middle of nowhere with no structures or telephone poles to mark its location. In fact, it cannot be seen

Taconite

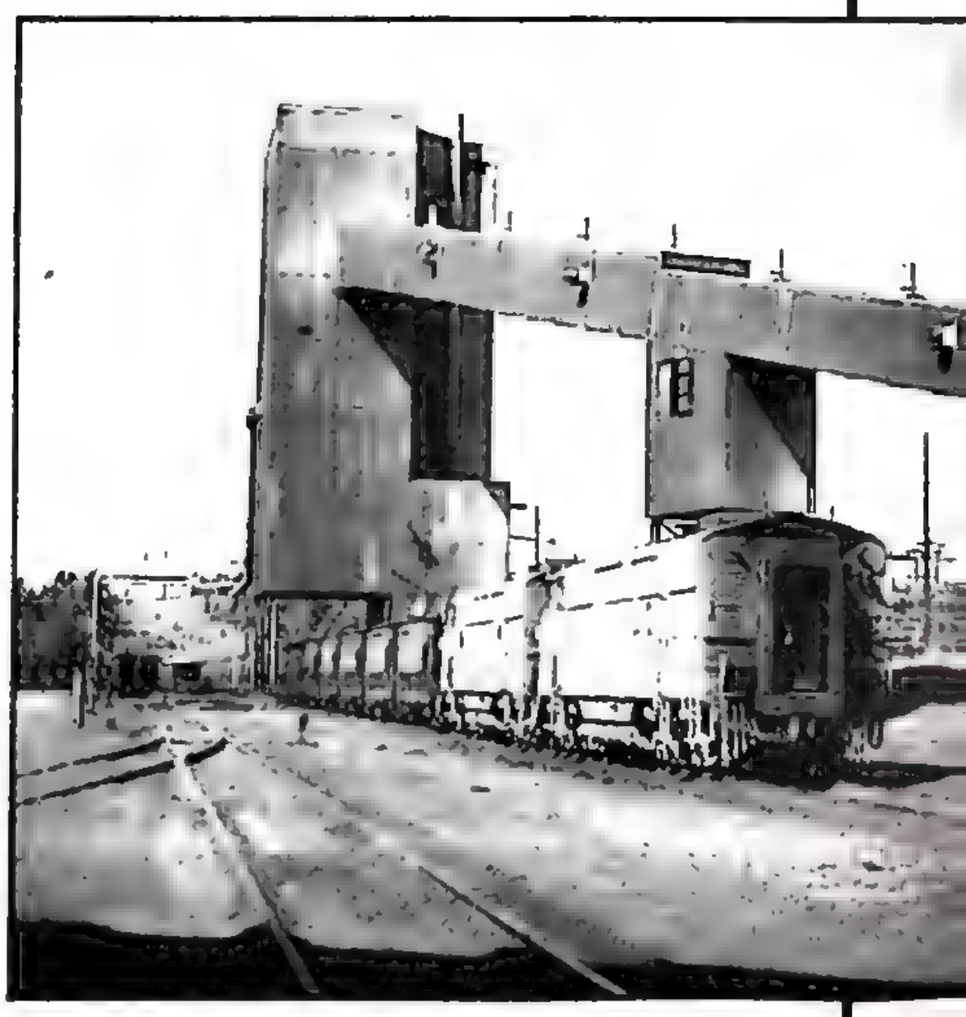
The Atlantic City ore deposit is made up of magnetic taconite, a hard, slate-like rock containing less than 30% iron. It is used in the steel hardening process. Much of it is exposed in layers of rock, which can be mined by huge earth moving machines. The ore is transported to a crusher, which reduces the ore to ¾-inch chunks.

The iron content of the taconite is increased to 60% in the concentrating plant, which mixes the ore with water in a heavy-walled steel cylinder and reduces it to less than ⅛-inch granules by a mass of tumbling rods. The ore is then transported to magnetic separators called "cobblers," which pull out particles of magnetic iron, with the waste or "tailings" discarded.

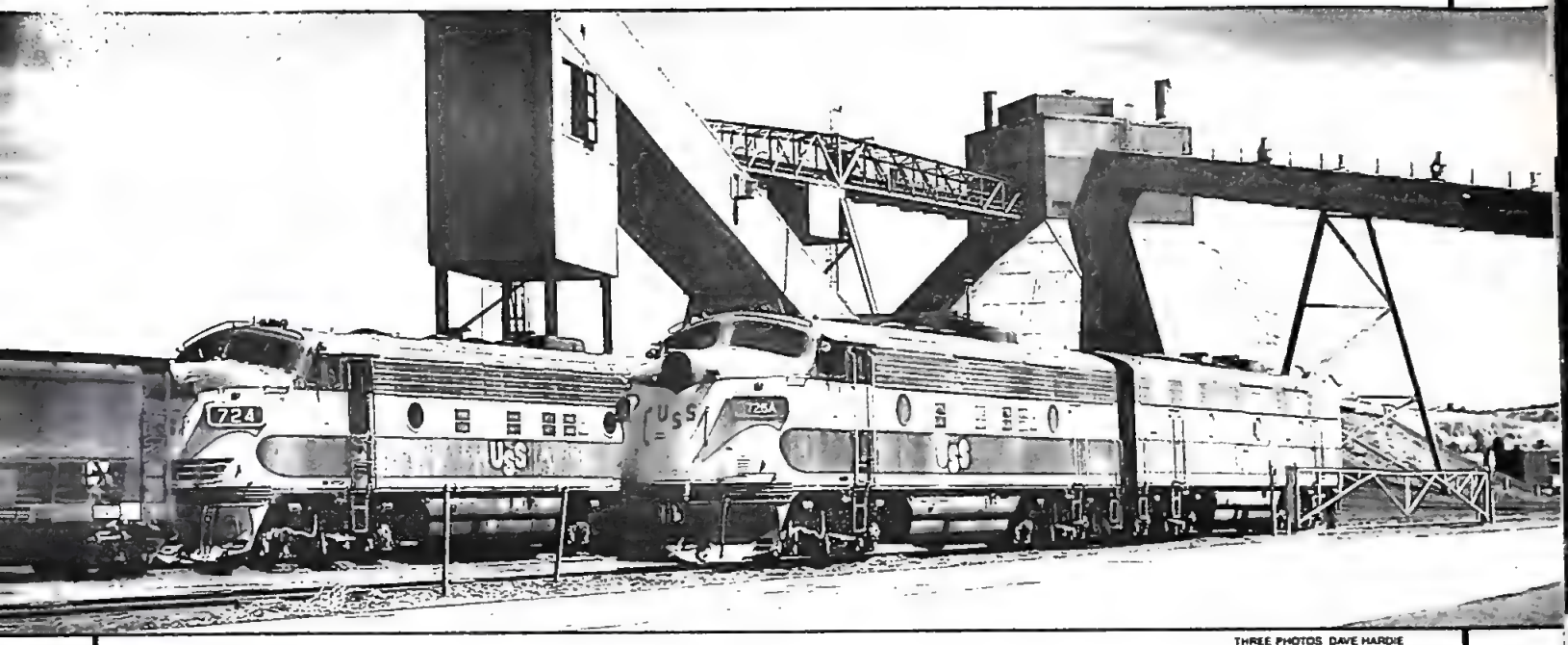
In the revolving ball mills the ore pulp is further reduced to the size of talcum powder by tumbling steel balls, and rest of the impurities are removed. Then the water is removed by vacuum filters into a cake-like mixture.

In a process known as "agglomerating" the cake is bonded with a small amount of bentonite. The mixture is fed into revolving steel "balling drums" some nine feet in diameter. As the damp mixture passes through the sloping drums it begins to roll into small balls. The marble-sized balls are then transferred to the agglomerating furnace where they are cooked to a temperature of 2,400° F to form a solid transportable material. After cooling the ore is stored in an octagonal-shaped building until it is shipped out in taconite trains of 90 to 100 identical bottom-dump Union Pacific hopper cars, each capable of carrying 85 to 100 ton loads.

The taconite mine located in the Wind River Mountains of Fremont County in southwestern Wyoming, about 30 miles south of Lander, is 8,300 feet above sea level. This makes it the highest taconite mining and process operation in the Western Hemisphere—RONALD N. JOHNSON



TWO UNITS slowly move the hoppers under the taconite loader at the mine.



THREE PHOTOS DAVE HARDIE

The Atlantic City mine

In December 1943, United States Steel completed construction of huge, new blast furnaces at its Geneva Steel Works near Provo, Utah. Up until this time, the shipments of iron ore from Cedar City, Utah, and limestone and dolomite shipments from the Keigley Quarry near Payson, Utah, had been quite sufficient. With the new blast furnaces in operation and the demand for new steel continuously increasing, more iron ore was needed. The call went out to the mine at Cedar City, Utah, for more ore. The mine stepped up production, but soon the forever hungry blast furnaces at Geneva required more iron ore than Cedar City could produce.

United States Steel began the search for nearby iron ore deposits in early 1944. The search went slow, and many small deposits of ore were found, but none were big enough to satisfy Geneva. The search continued, and finally huge deposits of raw iron ore were found at Atlantic City, near Lander, Wyoming. The search was over for the ore, but the problem itself wasn't solved. Unfortunately, the ore deposites were located over 300 miles from the steel mill at Geneva. Trucks would never be able to handle the amount of ore needed, and the nearest rail connection was over 75 miles away. But the ore at Atlantic City was needed very much.

In 1954, USS started formulating plans to move the iron ore over the 300-mile trip from mine to mill. Various plans were discussed, but none seemed feasible. Finally it was decided that an open pit mine would be started at Atlantic City and a 76-mile railroad would be built from the Union Pacific at Winton, Wyoming (near Rock Springs), to Atlantic City.

United States Steel purchased the necessary land and made the proper agreements. The survey crews went to work, and finally in 1960 construction began.

While the railroad crews were pushing across the prairies, construction at the mine site also got underway. More and more men and machines were brought in, and buildings sprang up from the barren Wyoming hillsides. Huge shop buildings were built to house the necessary machinery needed to process the iron ore into Taconite pellets. A brand new concrete office building was constructed to house the mine offices.

The construction of both the mine and railroad went fast. In late 1961 the major buildings at the mine had been completed, and in early 1962 the railroad reached Atlantic City. There, a small yard was built to load the trains that would soon be running over the line.

On a warm August day in 1962, four leased B&LE F7s tied onto a string of loaded ore cars. After the ceremonies were completed, the first train of iron ore for Geneva was underway on its 355-mile rail trip, only two years after construction began—DAVE HARDIE.

RAILFAN PHOTOGRAPHY is not permitted inside the mine and loading facility at Atlantic City, but Dave Hardie got permission for this article. The answer to others will be "no," so please do not pester U.S. Steel for similar permission. Two sets of A-B units were viewed (above) near the loader, and the snowplow and open pit mine can be seen in the overall view below.

from the highway unless there is a train out there.

For a punishing ride, continue on Tri-Territories Road, but a quicker route is back to U.S. 187. Tri-Territories Road offers photo possibilities before turning east into the sand dunes and alkali flats of the Great Divide Basin. Once back on U.S. 187 north, it is a 40-mile drive to the town (wide spot in the road) of Farson. At Farson, a right turn on State Highway 28 provides the last leg of the trip. About ten miles east of Farson, mile markers appear on the right side of the road. These are rail mileposts and are planted close to access roads leading down to the tracks. Some of these roads, including another branch of Tri-Territories Road, are in good shape, while others are antelope trails!

Mile Marker 58 on State 28 leads down to MP58 on the railroad where a balloon track is located for turning the snow plow in winter. MP58 also provides a place to stash occasional bad order ore cars. Just south of the balloon track is the original South Pass crossing used by pioneers 140 years ago.

Two historic monuments rest on the east side of the tracks at Sweetwater (continental divide), about a quarter mile down from MP58.

The next vehicle access is at MP64, and from there to the mine it is fairly easy to follow the line via dirt road. This area is by far the most photogenic part of the line with a great variety of angles and backdrops to shoot. The entire area is public open range, allowing the whole line to be photographed without trespassing. The only area not available for photography is the mine itself, since no admittance is given to the public. This is not because U.S. Steel is hard nosed or hiding secrets but rather that it becomes expensive. All visitors would have to be escorted through the mine by an employee for safety reasons, and this takes the employee away from his regular job.

If you are planning to visit the Atlantic City area to photograph the train out on the line, the folks at U.S. Steel are very cooperative and free with information. To find out when the train will make its next run contact Jack Bollow, U.S. Steel Public Affairs, 10 East South Temple Suite 1230, Salt Lake City, UT 84133. Jack's telephone number is 801/521-4500.

The Atlantic City operation of United States Steel is turning out to be one of the last stands for F-units in the west, and surely the last place in the west to host A-B-B-B-B-A lashups on a regular basis. It seems the F's have a safe home for the present and will probably outlive their brothers and sisters scattered about the west. For now and for the future, Atlantic City, Wyoming, is the place to go for the sounds of 567s reverberating in carbodies.

Oh give mė a home
Where the F7s roam,
And the deer
And the Antelope play . . .

IN A PERFECT SET as LaGrange intended, the six F7s blanket the landscape with diesel exhaust and brake shoe smoke a few miles south of the mine as 15,000 tons of ore trail the units. A brooding sky (opposite top) hangs over the outbound loads near South Pass City in contrast to the beautiful weather at Winton Junction (right) as the Fs move aside to let five new UP C30-7s pump up the air on the loads.

724

2490
2490
2490
UNION
PACIFIC
724

So long, 614

by Jim Boyd

It's hard to realize that it's over—at least for now. It seems like just yesterday that we waited in almost unbearable anticipation at the Hagerstown roundhouse for the last mechanical details to be attended to and the C&O Greenbrier to be rolled out under her own steam for the first time in 23 years. Then came the nocturnal break-in run on Williamsport Hill and the triumphant debut in Baltimore.

Over the next two seasons the *Chessie Safety Express* and the C&O 4-8-4 enriched the railfan world with assaults on both 17-mile and Sand Patch Grades of the old B&O as well as her old C&O stamping grounds of Allegheny Mountain and the New River Gorge. The 614 showed us what that "C&O look" was all about with the low headlight and high flying number boards—different/modern/aristocratic; yes, to some, ugly—but undeniably authentic C&O. Much to the chagrin of owner Ross Rowland and his hard-working crew, she was the engine that put "valve cages" into the everyday railfan vocabulary. She was a locomotive of the 1980s environment, facing the realities of water and coal supply with a "Lionel" tender modified to have the greatest coal capacity (48 tons) ever coupled behind any steam locomotive anywhere and was always accompanied by an N&W canteen. And her whistle was a melodious chime designed by Bob Swanson to match the musical but "strident" notes of the Chessie's K5LA air horns.

That whistle, of course, was originally crafted for Rowland's Reading 4-8-4 2101 and the *Chessie Steam Special* program of 1977-78 celebrating the 150th birthday of the B&O. Then came the March 7, 1979, fire at the Silver Grove, Ky., roundhouse which engulfed the Reading 4-8-4, followed by the Chessie swapping the C&O 614 for the cosmetically restored 2101 in its livery as *American Freedom Train* No. 1 for the B&O Museum. The 614 thus became the "Phoenix engine," rising from the ashes of the 2101.

The Chessie utilized the public appeal of the steam locomotive and excursion train to help promote grade crossing safety and Operation Lifesaver, and the entire company embraced the two-year steam program. William F. Howes, Jr., Vice President—Casualty Prevention, was the Chessie executive in charge of the train, with Manager of Passenger Train Services Jack Griffin responsible for the actual overall operation. The Chessie set the schedule and printed news releases and trip brochures, while local railfan groups—usually NRHS chapters—were given the responsibility for marketing, ticket sales and supplying car hosts for the individual trips. Chessie retained total control of trip operations, and there was no ticket sale "guarantee" required; all trips ran as advertised whether the tickets were sold out or not. The local railfan groups shared in the revenues, and very few trips had disappointing ridership.

The *Chessie Safety Express* kicked off its schedule on September 13, 1980, and that year travelled the eastern end of the system ranging over B&O and C&O lines from Baltimore and Richmond as far west as Cincinnati. In February and March 1981, it became the *Family Lines Safety Express* and took a trip to Florida with runs from Tampa, Miami, Orlando and Jacksonville.

The locomotive was plagued throughout the 1980 and Florida 1981 runs with a recurring problem in its piston valves which was destroying the valve cages. Mechanical problems caused it to miss only one or two trips, but the persistence of the valve problem and its seeming resistance to a cure put quite a strain on both the railroad and crew. The problem was finally corrected in Hagerstown in the spring of 1981, and this year's season was one of virtually flawless performance. The 614 was finally behaving as Lima had intended back in 1948. As General Road Foreman of Engines Dutch Henson put it on the last run through New River Gorge

TWO PHOTOS JIM BOYD

ON HER LAST WEEKEND of *Chessie Safety Express* operation, 614 rolled through Thurmond, W.Va., on October 31. At Hinton, the SLCA full-time professional crew lined up (l to r): Tom Mayer, Steve Wickersham, Ross Rowland, Terry Mayer, Tony Martino, Scott Lindsay, Ott Sweeney, Dave Gray and Bobby Saxtan; missing is Bob Perkins.

on November 1, "This engine is in as fine a shape as anything we've ever had on the railroad."

During the 1981 season the 614 and the *Chessie Safety Express* covered Chessie lines from St. Louis and Chicago on across Michigan, Indiana and Ohio to its established haunts of Pittsburgh, Cumberland, Baltimore, Richmond, Hinton and Huntington. It travelled a total of 9,382 miles and carried 26,447 passengers.

Chessie Vice President—Casualty Prevention Bill Howes summed it up: "The *Chessie Safety Express* on November 1 successfully completed a total of 63 trips during 1980 and 1981 over all parts of the Chessie System railroads, promoting the goals of the Operation Lifesaver grade crossing safety program.

"Chessie will continue to have an Operation Lifesaver program in 1982 but will not utilize a steam passenger excursion train for that purpose. No other steam-powered passenger excursion program in scheduled for 1982, but this does not preclude such operations in future years. In the words of our President and Chief Operating Officer, John T. Collinson, 'We are going to let the boiler cool on our leased steam locomotive next year.'

"Incidentally, Chessie is extremely pleased with the performance of steam locomotive 614 and its crew. There undoubtedly will be future operations of this locomotive on Chessie System railroads.

"As the major point in all this, we are happy to say that during the first ten months of 1981 we had an approximately 10% reduction in the number of grade crossing accidents on Chessie compared with the same period in 1980—from 504 to 459. Our efforts, it seems, have worked—and we are delighted!"

So, the Chessie has carried out its two-year program and is happy with the results. After a season or two of rest for the people involved, the Chessie has left the door open for future excursions. Meanwhile Ross Rowland and his Steam Locomotive Corporation of America are evaluating prospects for projects for the next couple of years. With Rowland's American Coal Enterprises ACE 3000 second generation steam locomotive project nearing the "hardware" stage, one of the things being considered is to have the 614 equipped with a prototype for the ACE 3000 microprocessor (computer) and have it wired up with furnace and running gear sensors to begin developing a data base for the ACE locomotive-controlling computer. What more noble calling could one imagine for Lima's last 4-8-4?

First Class

by Brian R. Lee

Although I've ridden on steam specials before, this one was a first for me—not so much because it was the first time I'd ridden behind Chessie's 4-8-4 614, but more significantly because it was the first time I'd gone First Class. Right from the beginning I'd decided to opt for the premium service, mostly because they offered the dome car. Since the dome was already sold out when I ordered my tickets, I settled for the parlor car—which seemed to have nicer seats, anyhow.

Even overlooking the expense, First Class is not for everyone, as it did have its drawbacks. The photographer or fan who wants primarily to see and hear the locomotive pulling the long train around those curves would be better off in the open-window coaches, but for the railfan who wants to enjoy a unique ride, First Class is a must.

The date was September 26, 1981, and our route was from Camden Station in Baltimore over the B&O "old main line" to Harpers Ferry. Our train was 22 cars long, and the three First Class cars (dome, parlor and obs) were on the rear. This made for easy boarding in Camden Station, since the obs was at the bumping post, but my curiosity to see the 614 negated the advantage. I just had to see the big 4-8-4 for the first time, but it was up there 1800 feet away around a curve and out of sight. Needless to say, it was worth the walk.

Our parlor car host warned us that the rear of the train would get whatever "slack action" was produced, but the good engineer kept it to a minimum most of the time.

We started off right on schedule and had barely left the station when our hosts came through the car with donuts for everyone, followed by orange juice and coffee. The scenery was beautiful as the train twisted around the numerous curves on the old main line, but I just had to reassure myself that there was really a steam locomotive ahead of that endless string of yellow cars. Oops, not yet. Our host is taking orders for the mid-morning liquid refreshment.

After wetting my whistle, I started up through the train, stopping briefly to inspect the Operation Lifesaver safety car. A large HO model diorama in the center depicted a grade crossing accident, and posters and photos of crumpled automobiles drove home the safety warning "You can stop, the train can't!"

Continuing my quest for a glimpse of the 614, I passed through a couple more cars and stopped in a vestibule to watch out the Dutch door on the next curve. Look! I saw part of the tender that time! Having been satisfied that where there was a tender there must surely be a locomotive, I was renewed in my determination to get a better look. As I stopped in vestibule after vestibule, I met other folks with the same problem. "Nope, I haven't seen it yet, either." Even the open-side car didn't seem to be having much luck in viewing the engine as the narrow wooded valley blocked the view in spite of the constant curves.

Finally, as we approached Sykesville, I spotted her from mid-train. I took a couple of pictures as we eased around a curve into the station. So far away and yet so big and magnificent. I watched as we pulled out of Sykesville and then gave someone else a turn at the Dutch door. Having stopped on a curve brought several other cameras to the vestibule, so I headed back to my recliner chair in the air conditioned parlor car with a cloud in my head and a cinder in my eye—both from the stack of the 614.

It took me at least 15 minutes to walk back to my seat, and shortly thereafter a photo runby was announced. Was it a mere coincidence that the photo line was set up in the only cornfield in the area that was cleared of cornstalks?

Following the runby came lunch served in the dining area below the dome. It was requested that anyone not getting off at Harpers Ferry wait until the last serving, which didn't bother me in the least . . . at first. As we approached Harpers Ferry it was announced that there would be another photo runby there, but anyone taking part in the photo line would have to wait at Harpers Ferry until the return from Martinsburg to get back on the train (Harpers Ferry was the destina-

JIM BOYD

ALEX MAYES

SEPTEMBER 26, 1981, the day Brian Lee rode the *Chessie Safety Express,* the 614 begins its movie run over the Potomac River bridge at Harpers Ferry. The ex-Milwaukee dome car (below left) was at Confluence, Pa., on July 11.

tion for most folks on the train, and the continuation to Martinsburg was really a servicing move to get the train turned around. The departure from Harpers Ferry was made by backing across the famous Potomac River bridge and into the tunnel on the far side, with the train then leaving town for Martinsburg by storming across the bridge and past the photo line.)

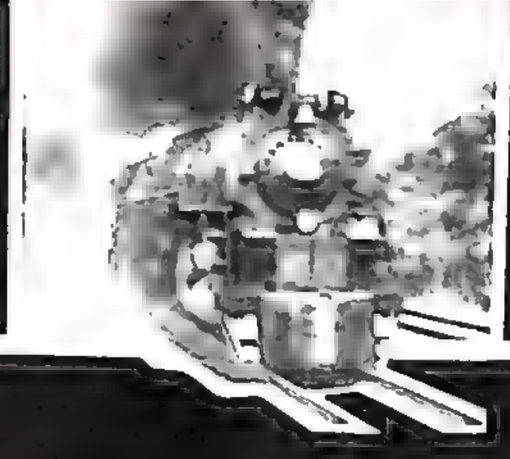
That left me with a decision: lunch or pictures. My priorities gave me no choice but to skip lunch and photograph the 614 blasting across the Potomac in the bright mid-day sun. It was well worth the sacrifice, and it also gave me the opportunity to explore the historic village and film the train arriving back in town in the afternoon.

After reboarding the train and returning to my seat, a request for some orange juice was quickly granted. It didn't seem long before dinner was announced. I opted for the later sitting after our car host assured me there would be no more photo runbys of any kind. When the rumor came back that the generator in the dome car had quit—confirmed by a delay caused by their attempts to fix it—I decided not to take any more chances and see if I could get an earlier seating.

I was successful and sat down to dinner as the car darkened while the sun set. The meal consisted of a salad, tuna macaroni casserole and peach cobbler. It was all quite tasty, though our helpings were not what you'd call generous. By the time we were done eating, the waiters had to clear our tables by flashlight. They had given up on the generator, and as the train continued home to Baltimore those who hadn't eaten dinner below the dome were served at their seats.

As I had suspected, the dome itself was half empty, as those who needed light and air conditioning to survive had migrated elsewhere—I presume one of them was taking advantage of my vacant seat in the parlor car. So rather than gaze at my own reflection in the window of the well-lighted parlor car, I was delightfully ensconced in a dome seat where the absence of light made it possible to see even the darkest areas outdoors. It was fascinating to watch the lighted train snake around the curves in the darkness, and I was able to remain in my borrowed dome seat for most of the trip back to Baltimore. I enjoyed that almost as much as watching the 614 herself. My First Class ticket had gotten me a ride in the dome after all.

Although I'm glad I went First Class this time, I think most future trips will be coach. I enjoyed being fed and waited on, but I'm on these trips to experience and photograph the steam locomotive, and that's best accomplished near the head end. But everybody should try First Class at least once. I know I did.



Ghosts . . .

by Fr. Dale Peterka

Do you believe in ghosts? We were standing in the moonlight on the edge of a deep gorge. Eight hundred feet below, the river traced out the shape of a giant horseshoe, its horns pointed away from us. The slanted, tree-covered sides of the defile ran right down to the water's edge, interrupted only by a narrow ledge near the bottom. From our viewpoint, it was nearly invisible in the deepening darkness.

As the moon eased slowly toward the horizon, the whole scene took on the look of a painting done entirely in deep blues. The hills . . . the sky . . . the river below . . . all seemed to be done with the same navy hues. Only the moon was gold.

It was a late fall evening. October 31, 1981, in fact. We were in the deep woods. Waiting to see a ghost.

It appeared first as a faint glow at the far end of the gorge. A hint of a light in the trees. Then it became a source, a spot of light moving in our direction, coating its path with yellow. In a minute it had become not one light, but a long string of tiny yellow patches, each pursuing the other along the narrow ledge following the river. The headlight turned now here, now there, searching for the pathway to follow.

Then the sound of soft panting came to our ears, and the apparition took on a recognizable form. It was a passenger train. Pulled by a steam locomotive.

From our lofty perch, no details of the train could be seen. No rods, no painted trim, no billowing exhaust, no wheel arrangements. Only the beam of the headlight searching in the darkness, and the line of yellow squares, the dark separations between the cars and the soft glow of light spilling down onto the ballast from the windows.

No tried to take pictures; in the darkness the film would have been blank. Besides, you can't photograph ghosts.

The train made its way through the darkness slowly, but it slackened its speed even more as the track turned and headed out onto the frail looking bridge, three black trusses silhouetted against the deep blue water. The locomotive moved onto the bridge cautiously, and now we could hear the brass bell ringing in the still air—not axiously, like an alarm, but peacefully, like a church bell at dusk.

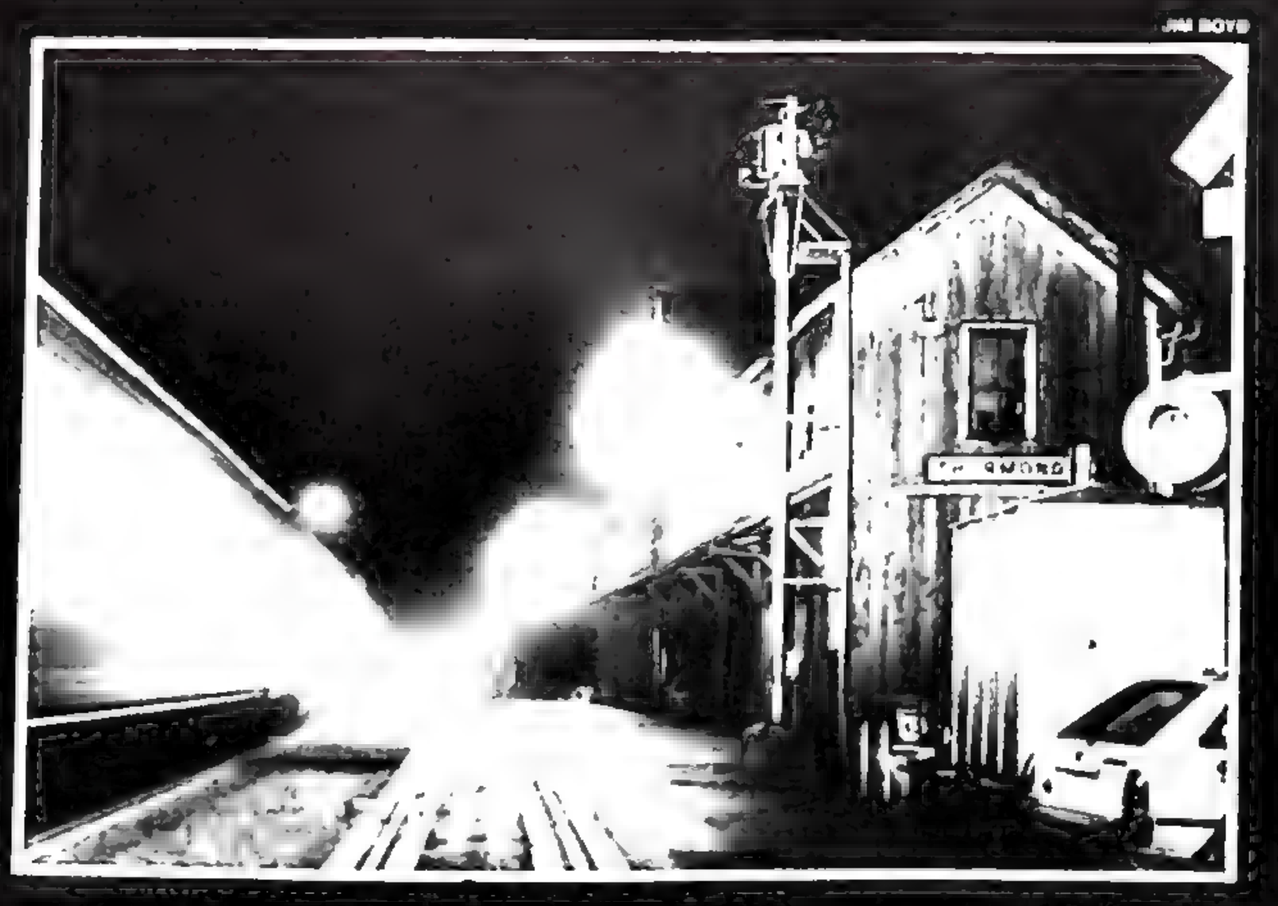
When the last car had cleared the bridge, the panting grew at once more quick and more urgent, as the invisible engineer opened the throttle a notch or two. The train bent into a crescent that just fit the shape of the horseshoe and made its way around the great dark mass across from our overlook. Now it was moving away from us down the valley, the marker lights reflecting on the shiny rails.

The soft chuffing of the locomotive could be heard throughout its passage, but another more urgent sound dominated: the whistle. Long blasts fading into the echos from the answering hillsides. Some silence. Then short toots, their echos tripping over each other as they ran down the valley. Silence. Then a variety of patterns, as different soloists in the engine cab tried their hand. There were no grade crossings in the deep gorge; we were hearing a concert performance, superior to anything you'll ever hear at Carnegie Hall.

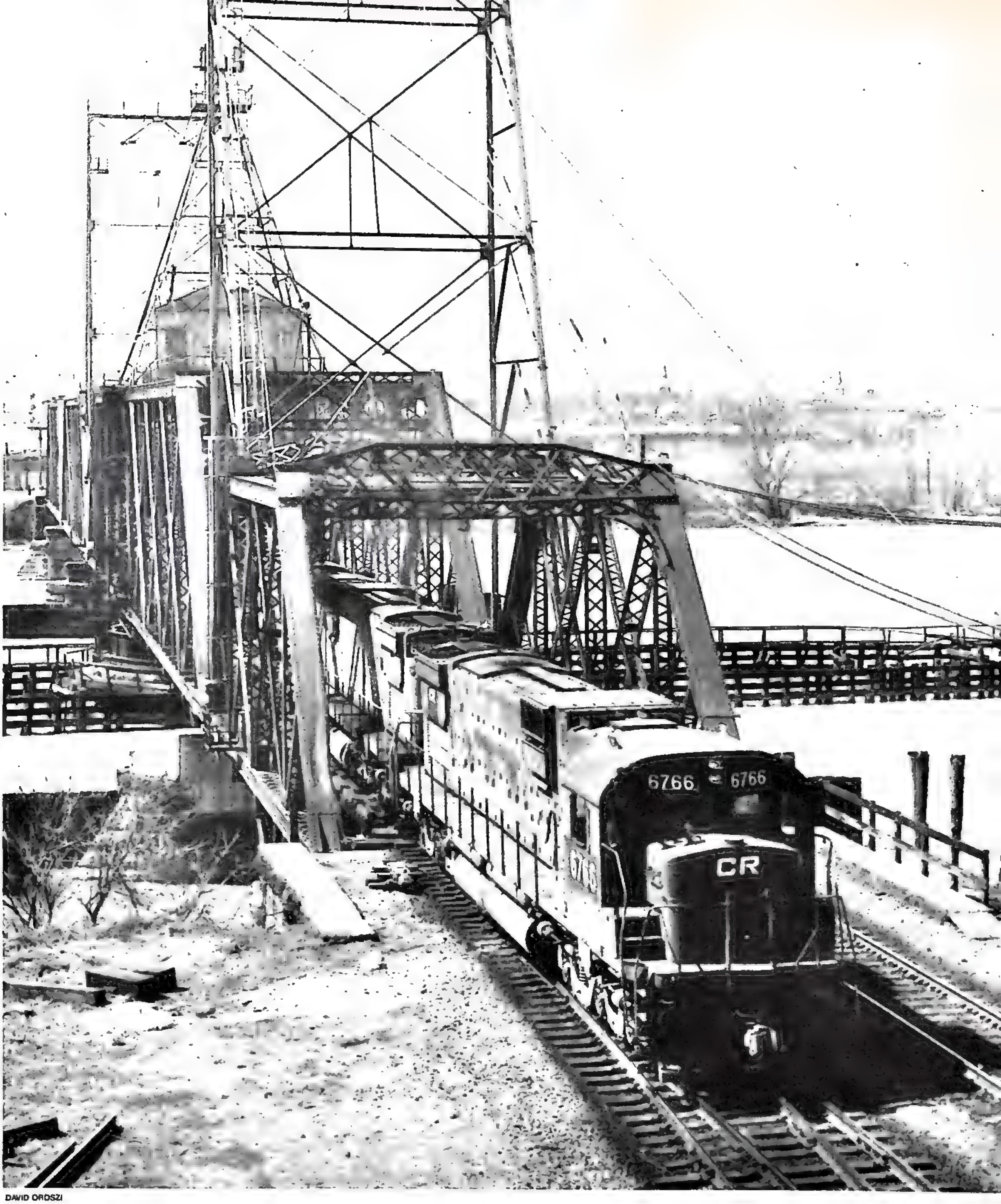
Soon the train bent itself again and slowly disappeared behind a distant canyon wall. The sound of the panting ceased. A final echo of the whistle, and then silence and darkness returned to the gorge. Reluctantly we headed for our cars, speechless, or speaking only in lowered voices, afraid to break the spell.

Do you believe in ghosts? Do passenger trains still roll through West Virginia's New River Gorge? Do C&O Greenbriers still creep cautiously over the bridge at Hawk's Nest?

We believers saw one. But then, it *was* on Halloween Night!



THE APPARITION also appeared at Thurmond, W.Va., on October 31.



DAVID OROSZI

BIG, BLACK ALCOS rumble across the Maumee River bridge in Toledo, Ohio, on April 10, 1977, as a Conrail freight heads east with ex-PC C630 6766 leading an ex-Reading C630 and an ex-Lehigh Valley C628.

Photo Line

FONDA, JOHNSTOWN & GLOVERSVILLE had the mail contract between Gloversville, N.Y., and the NYC main line at Fonda up until 1960, and they covered it with two round trips a day with an ACF gas-electric built by Brill in 1929 for the Huntington & Broad Top Mountain. The FJ&G acquired the car in 1938. On New Year's Eve 1957, the 340 was loading mail and express (right) at the NYC depot in Fonda, and a short while later was transferring it to a classic express truck (above) at Gloversville. This nightly routine continued into early 1960. On July 30, 1970, the FJ&G's two Alco S2 switchers, 20 and 21, were idling in front of that same Gloversville depot. The S2s are now on the NYS&W for overhaul.

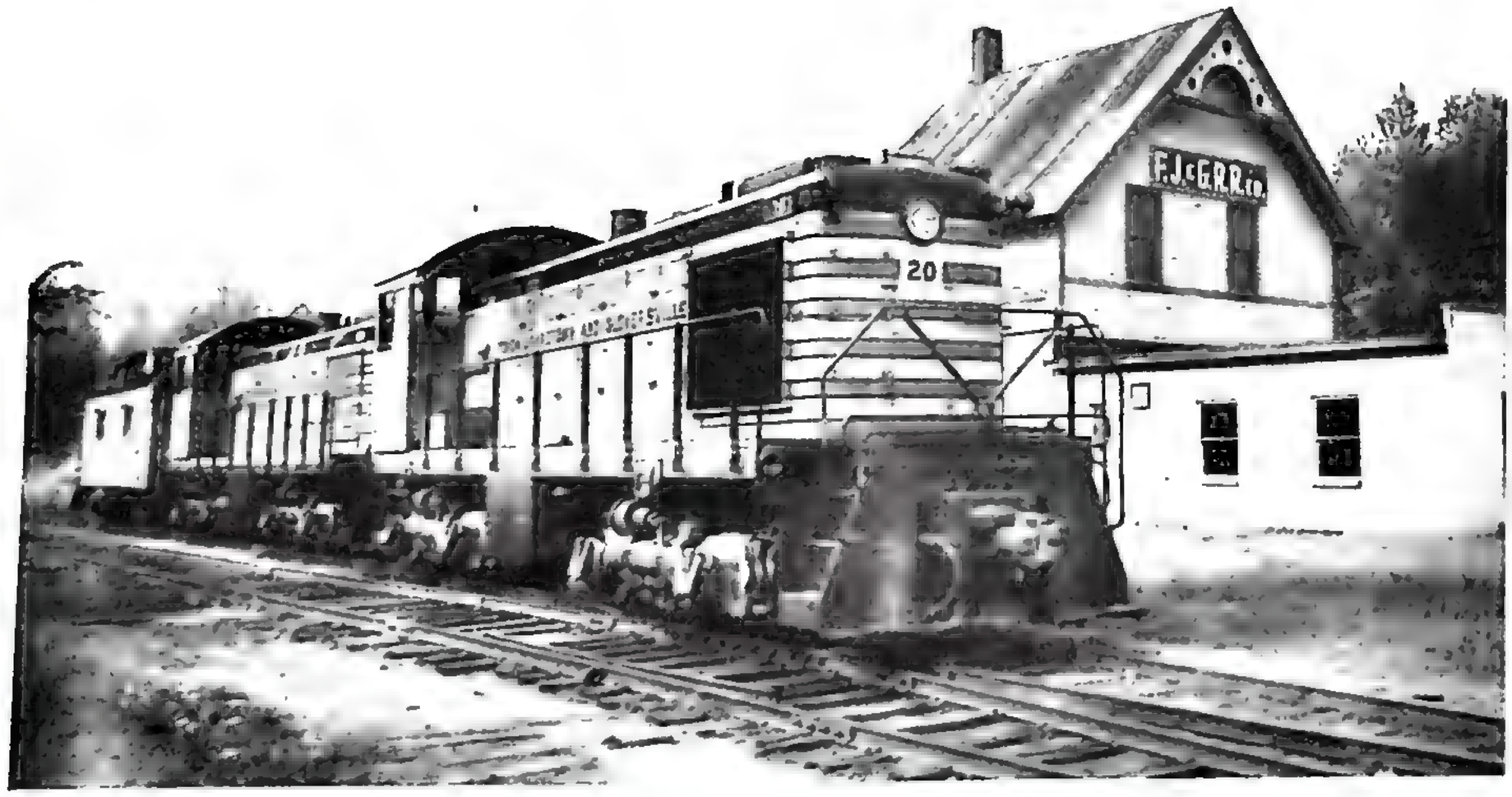


Photo Line

GORDON S. CROWELL

A MIXED TRAIN with wooden combine and a shiny Alco switcher ran the Broadalbin line until July 1956. On July 3, 1954, the FJ&G morning mixed is eastbound just west of Vail Mills. No. 20 is orange, cream and black.

THREE PHOTOS J.M. SHAUGHNESSY

TWO C&TS PHOTOS WILLIAM BOTKIN

J.M. McMILLAN

A PHOTOGRAPHERS' SPECIAL work train was organized by Bill Peter on the Cumbres & Toltec Scenic R.R. on September 30 and October 1, 1981—the middle of the week—for a group of about 50 fans. On Wednesday night, Bill Botkin and Victor Hand teamed up to light the special with the 489 and Jordan Spreader OU at its overnight spot at Sublette, N.M. (above). The next day the spreader was actually put to work on ditches just west of Osier, (right). The K-36 had been relettered authentic "Rio Grande" for the run.

KAISER STEEL recently announced that it may close down its Eagle Mountain Mine and Railroad in California (see RAILNEWS). On March 6, 1971, Eagle Mountain U30Cs 1031, 1032 and 1034 were setting out the first section of a 10,000-ton ore train being doubled in two 5,000-ton sections to the top of the pass between the Chuckwalla and Orocopia Mountains in the desert country of southern California. The line runs from the mine 52 miles to the SP at Ferrum, about 100 miles east of Los Angeles on the Yuma main line. The ore is bound for the Kaiser mill at Fontana, whose blast furnaces may close.

Photo Line

ALCO EMPIRE

by David Monte Verde and Jim Crosby

Thirteen short lines in upstate New York employ Alcos.

JIM CROSBY

AN ALCO BOOMER, ex-South Buffalo Bicentennial S2 46, owned by RSA Leasing, was rolling over Cattaraugus Creek in Gowanda for the New York & Lake Erie in July 1980. A year later it went to North American Car in Sayre, Pa., and will shortly return to New York's Ontario Central, releasing an ex-D&H RS3 for the new Ontario Eastern.

When you think about railroading in New York State, you will probably picture Conrail units pounding along the Water Level Route, FA cab cars and GP38s on the Long Island or the D&H struggling for Belden Tunnel. While the Empire State has more than its share of big time railroading, there is another New York, one more tranquil.

Amid the rolling hills, woods and dairy herds of upstate New York, the short line enthusiast—and the Alco fan in particular—can have his day. At last count there were no fewer than 18 short lines in upstate New York, 13 of which are presently using Alco power. A number of these lines came into existence as a result of Conrail's wholesale abandonment of branch and secondary lines. Formed by local shipper groups or government agencies and backed by the state's "Designated Operator" program, all of these "D.O. lines" have chosen Alcos for their motive power (New York also has a problem with that "D.O. lines" term, because it is the home of the Delaware Otsego System, which uses the same initials).

The lines in upstate New York which are either designated operators or contract operators for agencies which own the tracks include the New York & Lake Erie, Ontario Midland, Ontario Central, Ontario Eastern and St. Lawrence Railroad, plus the Bath & Hammondsport, which is a traditional short line that also became designated operator for a segment of the old EL. Among the traditional (pre-Conrail) short lines are the Genesee & Wyoming; Livonia, Avon & Lakeville; Cooperstown & Charlotte Valley; Central New York and Fonda, Johnstown & Gloversville. There are even two industrial roads of rather different scope that qualify as Alco short lines: the South Buffalo and the Albany Port Railroad.

Over the past year three Alco lines have been lost: the state-subsidized passenger-hauling Adirondack Railway, the D&H subsidiary Greenwich & Johnsonville, and the North Country Railroad. The North Country, however, has been resurrected under new operators as the Ontario Eastern. Working our way from west to east, let's take a railfan's look at each of these lines.

ALCO EMPIRE

New York & Lake Erie

Headquartered in the former-Erie depot in Gowanda, about 40 miles south of Buffalo, the NY&LE began operations on October 15, 1978, on 14.1 miles of former Erie track from Salamanca to Cattaraugus—track, incidentally, that was about 13 miles shy of reaching Gowanda. Initially, the road ran with motive power leased on an hourly basis from Conrail; this leased power was drawn from the Salamanca pool and included GP7s, GP35s, GP38s and U25Bs. Robert Dingman, president and owner of the NY&LE, soon bought Alco S2 No. 75 from the South Buffalo and put it to work on the Cattaraugus line.

On April 13, 1980, the NY&LE more than tripled in size by adding 33.4 miles of the Erie's old Buffalo & Southwestern from Buffalo south to Gowanda. Another Alco S2 was acquired from RSA Leasing to operate this segment of the line, ex-South Buffalo 46, still in Bicentennial colors.

In August 1980 the NY&LE completed its reconstruction of the line from Cattaraugus to Dayton and a new

connection with the old Erie B&SW Jamestown line for a link-up of its two previously-isolated segments. The Cattaraugus-Dayton line had been out of service for many years before Conrail, and making the line serviceable again required extensive removal of trees and other vegetation. The tracks in Cattaraugus County are owned by the Cattaraugus County Industrial Development Agency which in turn leases the railroad to the NY&LE for operation. In Erie County, the county itself owns the railroad and leases it to the Erie County Industrial Development Agency which then sub-leases it to the NY&LE.

A typical operating day will begin with President Dingman—or whoever is the first one to arrive in the office—checking on the traffic to be handled. Then Superintendent of Operations Mike Donohue determines how the work will be done and assigns the various operational, mechanical and maintenance jobs among the road's ten full-time employees. The train crew is made up of any two of the employees and may include President Dingman or Vice President Linda Landcastle, both of whom are qualified engineers.

The locomotive, S2 No. 75 (now repainted from its South Buffalo colors in the NY&LE's handsome light gray with dark blue lettering and a gold stripe on top), may be kept either at Gowanda or stored indoors at the TODCO Division of Overhead Door Company in Cattaraugus. TODCO receives carloads of plywood which they use to manufacture roller doors for truck trailers. Salamanca, the NY&LE's southeastern terminus, was deactivated as a Conrail interchange point in the spring of 1981, and all business for Conrail is now interchanged at Buffalo.

In addition to TODCO, Cattaraugus customers for the NY&LE include Setterstix Division of Champion International, the world's largest manufacturer of paper lollipop sticks. Moving northwestward to Dayton, the old Erie six-foot broad gauge line to Dunkirk crosses over the old Erie B&SW line, where a new connection was built by the NY&LE. The Erie west to Dunkirk was torn up in 1980, and the B&SW from South Dayton to Jamestown is still operated as a Conrail branch, although negotiations are currently under way to have the NY&LE take over the line from South Dayton to the old Erie main line at Waterboro in early 1982. The line, through countryside heavily populated by the Amish, has a number of small feed and grain mills that would enhance the NY&LE's traffic base.

The line from Dayton to Gowanda is an engineer's nightmare with a 2.58% five-mile-long grade that hastened the line's pre-Conrail demise under the EL. At Gowanda, the Gowanda Psychiatric Center receives hoppers of coal for its power plant, and the Forbush Lumber Co. receives carloads of building materials at their two locations up the line at North Collins and Hamburg. Northward from Gowanda, the line winds back and forth across Route 62, and north of Hamburg it dives into the maze of railroads converging on Buffalo. At Blasdell it crosses the N&W's old Nickel Plate main, where the NY&LE crew runs the automatic interlocker or negotiates with the N&W dispatcher to get clearance to cross the diamond. At BC Junction in Buffalo, the NY&LE interchanges with Conrail, N&W, D&H, C&O and B&O, giving it a fine diversity of potential routings.

Interestingly, the NY&LE is one of the few Alco short lines in New York to offer passenger service. In cooperation with the Lake Shore Chapter NRHS and the Western New York Railway Historical Society, the NY&LE has run chartered excursion trips in an ex-B&O coach and cafe lounge and has just brought an Amtrak dorm-baggage and ex-NKP coach onto the property. Although scheduled passenger service is not anticipated for the immediate future, the railroad is available for charter operations.

KEN KRAEMER

NEW YORK & LAKE ERIE'S gray and blue S2 75 hauls deadheading excursion cars and a lone box south out of Buffalo on August 9, 1981. The Conrail freight is on the old NYC main. The NY&LE will operate passenger runs on a charter basis for groups.

South Buffalo Ry.

At the NY&LE's northern terminus, BC Junction, another Alco-powered line interchanges with the area's trunk lines. The South Buffalo Railway is a Bethlehem Steel industrial switching road that services the company's Lackawanna Plant. It maintains a fleet of

DAVID MONTE VERDE

GENESEE & WYOMING is a prosperous hauler of salt. Orange RS1 42 and Bicentennial 1976 cross the ex-NYC "Peanut Line" diamond at P&L Junction, the G&W's northern end, on November 26, 1980. Alcos still dominate, but two MP15DCs recently arrived.

Alco S2 and S4 switchers and some unusual S6s, all wearing the standard Bethlehem Steel yellow and black livery.

As with most steel mill roads, photography of this line is very difficult and restricted to a few public access areas—don't trespass on Bethlehem property to get that "rare" shot. It may not be worth the cost. The SB is visible from the Tifft Street overhead as it delivers interchange cars to Tifft and BC Junctions. The interchange yards are photogenic and interesting with the towers and tilt board signals. Access to this area is down a long, bumpy dirt road off the western end of the Tifft Street Bridge and along the former Lehigh Valley's Tifft Farm yard. The South Buffalo's engines are also visible through the fence along Route 5 at an engine service facility next to the steel plant.

The line does venture west of the steel mill complex to service the Ford Motor Company's Blasdell stamping plant. Here again it offers you a short glimpse of the road's operations from non-Bethlehem Steel property. In addition to the engine service facility along Route 5, the SB maintains a roundhouse and backshop to perform heavy repairs and overhauls. The roundhouse is off Lake Street in Blasdell, adjacent to Conrail's Seneca Yard. The old LV Tifft Terminal leads provide an overview of this shop area, and a number of stored and cannibalized units are next to the complex. Again, use discretion and avoid trespassing.

44-ton detours

Leaving the Buffalo area on Route 20A the Alco enthusiast can be sidetracked and take in the operations of the Arcade & Attica and/or the Dansville & Mt. Morris railroads. A detour south on Route 16 to Route 39 will take you to Arcade, home to A&A's GE 44-tonners and summer steam excursions behind a 2-8-0 of Alco origin. Continuing east on Route 39 to Leicester, and after crossing the ex-DL&W main, you can detour south on Route 36 and pick up the Dansville & Mt. Morris, which makes its home in Dansville, about a 30-minute drive. The D&MM puts its faith in a pair of GE 44-tonners, their No. 1 being the last 44-tonner produced by GE in 1956.

Genesee & Wyoming

Just five minutes north of Leicester on Route 36 is Retsof, the home of the Genesee & Wyoming, a salt-hauling super short line. A road with a lot of pride, the G&W's buildings and rolling stock are kept in top physical condition.

The G&W owes its existence to one of the world's largest deposits of rock salt. The Genesee & Wyoming Valley R.R. was formed in 1891 to tap the large salt deposits. For many years the G&W enjoyed connections with the Pennsylvania at Retsof Junction, the DL&W at Griegsville, and the LV, B&O, Erie and NYC at P&L Junction in Caledonia. In 1962 the Pennsy abandoned its line to Rochester, and with it the G&W connection. In 1976 Conrail cut the G&W to two connections, the B&O and Conrail at P&L Junction and Conrail again at Griegsville. Shortly thereafter the D&H obtained trackage rights over CR's Groveland (ex-DL&W) branch to Griegsville, and the G&W now has three connections. The interchange with the D&H and Conrail at Griegsville is just a short distance from the mine at Retsof and is essentially a switching operation. Conrail still maintains a quaint depot at Griegsville, and the D&H's celebrated C424m Alcos call here several days per week—including weekends. Three of those D&H C424m's, incidentally, 461-463, are owned by G&W and leased to the D&H to guarantee power for the salt train. The G&W headquarters, yard and engine facilities are located at Retsof, northeast of the intersection of Routes 36 and 63 at Griegsville. The Conrail station is west of Route 36, just south of G&W crossing of 36 in the hamlet of Wadsworth.

The G&W retired its fleet of 2-8-0s in 1945, and they now have a fleet of six clean Alcos and two EMD MP15DCs. Of the four RS1s and two S4s, one RS1 and one S4 are painted in a Bicentennial scheme, with the balance of the fleet wearing a sharp orange with black trim. Having recently received the two new MP15DCs, there appears to be some doubt as to the future of a couple of this 12-mile road's Alco locomotives.

Normal operations usually involve a

ALCO EMPIRE

yard and road crew. Activities on the G&W usually heighten in the fall and winter as the demand for road rock salt increases. The yard crew switches the mine, spots cars for the DH-CR interchange and helps to make up the road train for Caledonia-P&L Junction. The yard throat at Retsof is bridged by Route 63, and operations can be easily photographed from this vantage point.

The line to P&L Junction is the main and has at least one round trip five days a week leaving around 9:30 to 10:00 a.m. and returning 1:00 to 1:30 p.m. If business is brisk you may find two round trips and an occasional weekend operation. Main line trains usually consist of two or three locomotives to handle the 40-80 car trains of 100-ton covered hoppers. Running on the main line is fast, and the casual chaser will soon be left behind. The G&W crosses several roads at grade, although the crossing of Route 36 south of Caledonia is probably the easiest spot to photograph the road train. This location affords the photographer a very scenic view as the line swings through a gentle curve as it heads north for P&L Junction.

To get to P&L Junction, follow Route 36 toward Caledonia and make a left on Route 5; then you will come to the G&W as it enters P&L Junction yard. Just south of the Route 5 crossing, the G&W used to diamond the EL's Attica-Avon branch. The tilt board signal that protected the diamond still remains, but the crossing was removed after Conrail. Immediately after crossing Route 5, the G&W diamonds the Conrail "peanut" line and this is also protected by a picturesque tilt board. If the Conrail crossing is clear the G&W salt train will proceed north, swinging east parallel to the old LV main line and into the interchange yard that formerly served the LV, B&O and PC. The G&W still interchanges here with the B&O as well as with the Conrail salt train WBRO33 which uses trackage rights over the B&O to Rochester.

Livonia, Avon & Lakeville

In the unlikely event that you tire of the G&W's road-haul Alcos, it's only a half hour or so to the Livonia, Avon & Lakeville. Take Route 5 east from Caledonia to East Avon, and then go south on Route 15 to Lakeville, home to the sugar-hauling LA&L.

The LA&L dates to 1853 when the Erie pushed its way northwest from Corning to Buffalo via Livonia and Avon. In the 1960s, the stretch of line from Livonia to Avon and the branch to Lakeville were put up for abandonment, and the residents of the LA&L's namesake towns carried out a fund drive to buy the line. Success was achieved in 1964 and was due in some measure to the promise of steam excursions as well as common carrier freight operations. The LA&L made its connection at Avon with the EL Rochester-Batavia-Attica line.

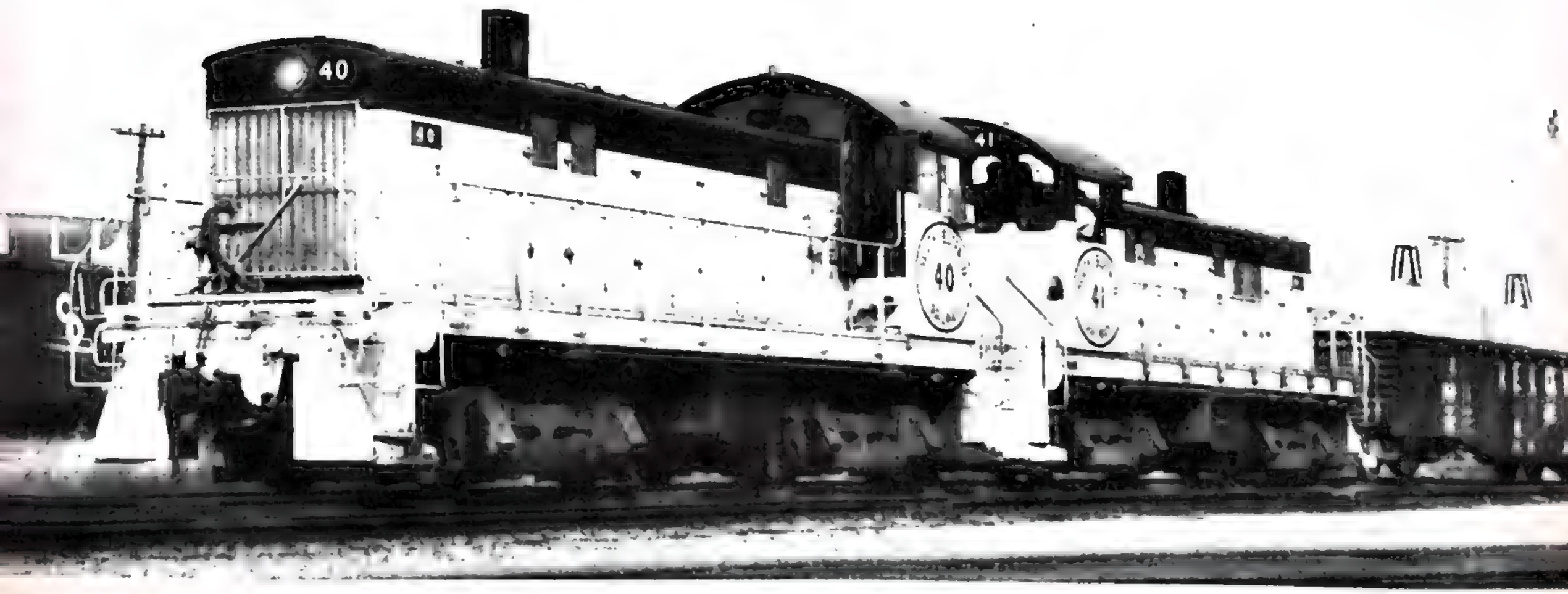
The LA&L offered one of the most scenic steam excursions in the east. The depot in Livonia, unchanged for decades, was the operating headquarters for the steam runs. Mikado No. 17 from the Buffalo Creek & Gauley served the excursion trade until it was scrapped and replaced by ex-Huntington & Broad Top Mountain 2-8-0 No. 38, which survived in steam excursion and mixed train service until the end of the 1975 season. In 1976, when it came due for expensive repairs, the 38 was replaced in excursion service by RS1 No. 20 with occasional relief by GE 44-tonner No. 10 (since sold). The RS1 carried on until the end of passenger service in 1977, and the ex-DL&W "Boonton" and Erie "Stillwell" coaches joined 2-8-0 38 on the Gettysburg R.R. in Pennsylvania.

The LA&L's mainstay now is the Western New York Sugar Co. in Lakeville, which provides most of the road's traffic, consisting of inbound corn syrup and bulk sugar with little outbound traffic. RS1 No. 10 has been joined by former South Buffalo S2 No. 72, and the two engines alternate in service. Both are well maintained and have an immaculately-kept black and yellow paint scheme. A very recent addition to the LA&L roster is former-New Haven C425 2557 purchased from Conrail in October 1981 and at last report in service in rather weather-beaten Conrail blue. The corrugated steel two-stall enginehouse in Lakeville is the home for the LA&L's locomotives.

Present operations call for several trips to Avon each week to pick up loads and set out empties at the Conrail connection. Local work is also done at the sugar plant in Lakeville on weekdays, but times may vary so a check with agent/conductor/railfan Vince Milliken is advised. The line from Lakeville Junction to Livonia is now out of service, and the station in Livonia has been

SOUTH BUFFALO is a Bethlehem Steel industrial switching road and often elusive for the railfan. Their rare S6 switchers 40 and 41 are here entering Tifft Yard for interchange with B&O and N&W in September 1976. Colors are Bethlehem's yellow and black.

DEVAN LAWTON



leased out. All company operations are based in Lakeville just a few hundred feet from the intersection of Routes 15 and 20A.

The LA&L is one of the most picturesque of the short lines but is a bit difficult to follow. The tracks wind along Triphammer Creek, and there are any number of scenic locations, but it's advisable to search out the best spots before train time. Just east of the intersection of Routes 256 and 15 is Lakeville Junction where the road branches out for Lakeville from the now-out-of-service Livonia line. The terrain at the junction affords you a number of photographic possibilities. The quaint cross-

LIVONIA, AVON & LAKEVILLE has handsome Nickel Plate-looking black and yellow units. S2 72 was backing out of the enginehouse at Lakeville in November 1980. An RS1 and recently-acquired ex-Conrail C425 round out the LA&L locomotive roster.

bucks, diverging tracks and former Erie "JC" milepost give the location the appearance of a classic rural junction. The interchange with Conrail at Avon is the only place on the LA&L where the train can be photographed with a station as a background since the Livonia branch was dropped. The Avon station is Conrail property but well worth the effort with its fancy wood trim dating to the 1800s. The Conrail local, WBRO31, originates in Rochester on the "Water Level Route" and runs to Avon three days a week, but arrival times are sporadic, so it's likely to be a matter of luck to catch the Conrail connection.

With Conrail in its present state of turmoil, there is talk of the LA&L taking over operation of the former-Erie line from Avon to Rochester and possibly a portion of the former-LV branch from Rochester to Lima. The acquisition of the C425 may be a preparation for such a move.

Ontario Midland

East of Rochester on Route 104 is the town of Sodus, home for the Ontario Midland R.R., a line whose operations are headquartered in the former-NYC station dating back to the 1800s. The OM is one of three short lines in the area operated by Rail Management Services, Inc., a group of business-oriented railroaders who have become quite successful in the post-Conrail environment. Many of the people who comprise Rail Management Services were also involved in the start-up and operation of the Virginia & Maryland and Maryland & Delaware on the Delmarva Peninsula, but the RMS organization itself was incorporated to handle the Ontario Lines and is not directly involved with the Delmarva operations. The "original" two Ontario Lines, the Ontario Midland and Ontario Central, were joined by a brand new one, the Ontario Eastern, in November 1981, and all are under RMS management.

The Midland (reporting marks OMID) went into business on October 1, 1979, over 50 miles of the former-NYC Hojack line from West Webster to Hannibal. After a year of operation, the easternmost ten miles from Hannibal to Red Creek were abandoned and torn up, and the line now terminates at Red Creek. Both the Midland and Ontario Central began operations as subsidized designated operators, but government subsidies ended on September 30, 1981, and both roads are now contract operators for the counties which own the tracks.

Three miles east of Sodus is Wallington, where the OM has the distinction of crossing its own ex-NYC east-west line at grade with its ex-PRR north-south line. The old Pennsy line was once an important coal route from Williamsport, Pa., and Elmira, N.Y., travelled by massive 2-10-0s and 4-8-2s, that ended at a huge coal port on Lake Ontario at Sodus Point. Laid with 132-pound rail and heavily ballasted, the OM's 15-mile Pennsy stretch runs from Sodus Point south to Newark, where it meets the old NYC main line, its only interchange with Conrail.

Also in Newark is the seven-mile former-Marion & Newark branch of the PRR, which is also operated by the Midland. Not actually connecting with the Midland's main stem, the branch is reached via trackage rights over Conrail's main line controlled siding from Newark to the branch junction west of town. Branch trains initially required a Conrail pilot, but OM crews are now qualified for the short run over Conrail.

The Midland is presently home for three big Alcos and a GE 44-tonner. Two former-N&W high nose road switchers, RS11 No. 36 and RS36 No. 40, are painted black with yellow trim and lettered for the OM, while low-nose ex-NKP RS36 No. 86 is similarly painted but still bears the Ontario Central lettering of its original Ontario Lines assignment. The 44-tonner actually weighs 45 tons and has a military close-clearance cab (its four traction motors contrast it with a 45-tonner's two traction motors and side rods, making the Midland's No. 5 a "heavy" 44-tonner and not a true 45-tonner). Previously used mostly on the Newark & Marion branch, the 44-tonner is presently stored serviceable. A new two-stall enginehouse just east of the Sodus depot is home for the Midland's power. Incidentally, RS36 No. 40 has been named the DAVID M. BEERS in honor of the road's founder and president.

The Midland usually runs weekdays, with crews reporting at Sodus at 7:30 a.m. Operations differ from day to day; and the crew may work west to Webster, east to Red Creek or north to Sodus Point and may or may not swing south to Conrail at Newark. The Newark & Marion branch is operated as needed, and this may mean one or two trains a week or three months without a

ALCO EMPIRE

THREE PHOTOS JIM CROSBY

THE ONTARIO LINES also fields a fleet of black and yellow Alcos. Ontario Midland RS36 No. 40 was originally N&W 405; it is shown on September 28, 1980, at North Rose with the Syracuse NRHS excursion which was the last train east of Red Creek to Hannibal. Low nose RS36 No. 86 strongly reflects its heritage as NKP 865 in black with yellow stripes. The Ontario Central-lettered unit was boiling out the smoke on the OC's ex-LV main near Farmington (below) in September 1980, but it has since moved to the Midland.

movement. Trains on the old NYC segment are restricted by 5, 10 and 25 m.p.h. speed limits, but higher speeds are common on the heavy rail of the old Pennsy coal line.

The Midland handles approximately 1500 carloads a year, a good deal of which are destined for Duffy-Mott or Seneca Foods, both in Williamson. The malt house of the Genesee Brewery is the primary source of business at Sodus Point. Located within the heart of New York's fruit and apple belts, the fall harvest season brings the Midland a rush of activity. With a traffic based on food processing and agricultural products, the Midland's 40 customers are being shown that rail service can continue to be a viable means of shipping their products. With the tracks now secure from abandonment by county ownership, the Midland's record of reliable service is attracting more customers and providing plenty of work for its Alcos.

Oh, yes, the Midland has a couple of passenger cars available and has been known to charter passenger runs for railfan organizations. The last train east of Red Creek to Hannibal before that segment was closed was a Syracuse Chapter NRHS excursion train with RS36 No. 40 on September 28, 1980.

Ontario Central

About 15 miles south of the Midland is its sister road, the Ontario Central, also a contract operator run by Rail Management Services but maintained as a distinct corporate entity. The Central is a 13-mile segment of the old Lehigh Valley main line between East Shortsville and West Victor. The best-known landmark on this piece of railroad is the LV's huge old classification yard at Manchester, its major division point in western New York just a few years ago.

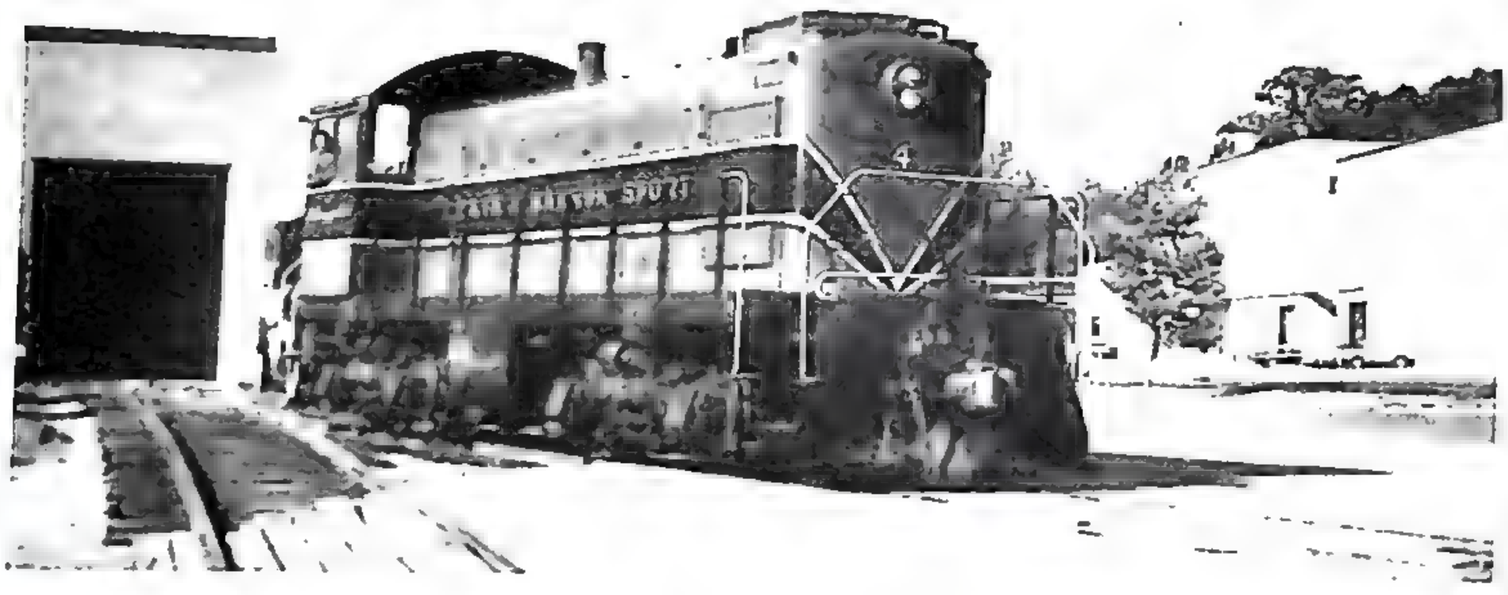
When Conrail abandoned the portion of the former-NYC "Auburn Road" through Victor, a new connection was built to link the Victor Insulator Plant (at that time a division of Gould) to the old LV main, and the Ontario Central was brought in to provide a connection with Conrail's remaining segment of the Auburn Road at East Shortsville. The Central keeps its ex-D&H RS3 4085, still in D&H blue and yellow, inside the rear of the Victor Insulator Plant on Maple Street. The RS3 bumped the low-nose RS36 up to the Ontario Midland in May 1981.

The Central serves the Victor Insulator Plant along with Iron City Sash & Door and agricultural customers in Victor, a home builder in Farmington and a food warehouse in Manchester. Operation is two or three days a week, and because the crew is called off of the Ontario Midland's extra board, it often runs after 5:00 p.m. and on weekends.

At Manchester, the barren spaces of the old LV yard provide a unique background for the RS3. A coaling tower marked LVRR still stands, but the multi-stall roundhouse has been converted

TWO PHOTOS JIM CROSBY

THE BATH & HAMMONDSPORT has two handsome S1's (see cover); ex-NKP 85, now B&H No. 4, met the Conrail local with a PC GP38 at Bath in August 1976 to interchange cars. The Taylor winery at Pleasant Valley (below) is the road's biggest customer.



into a food distributor's warehouse—how many other short lines can turn an abandoned engine terminal into a valuable customer? Just east of the yard, a newly constructed ramp at East Shortsville connects the Central to Conrail's ex-NYC trackage.

Bath & Hammondsport

Among the gently rolling hills and sloping vineyards above Keuka Lake is a railroad that owes much of its prosperity to the bubbly liquid that provides most of its revenues. Known as the "Champagne Trail," the Bath & Hammondsport dates back to 1875, when it opened to traffic as a three-foot narrow gauge road connecting Hammondsport with the Erie's six-foot broad gauge main line at Bath.

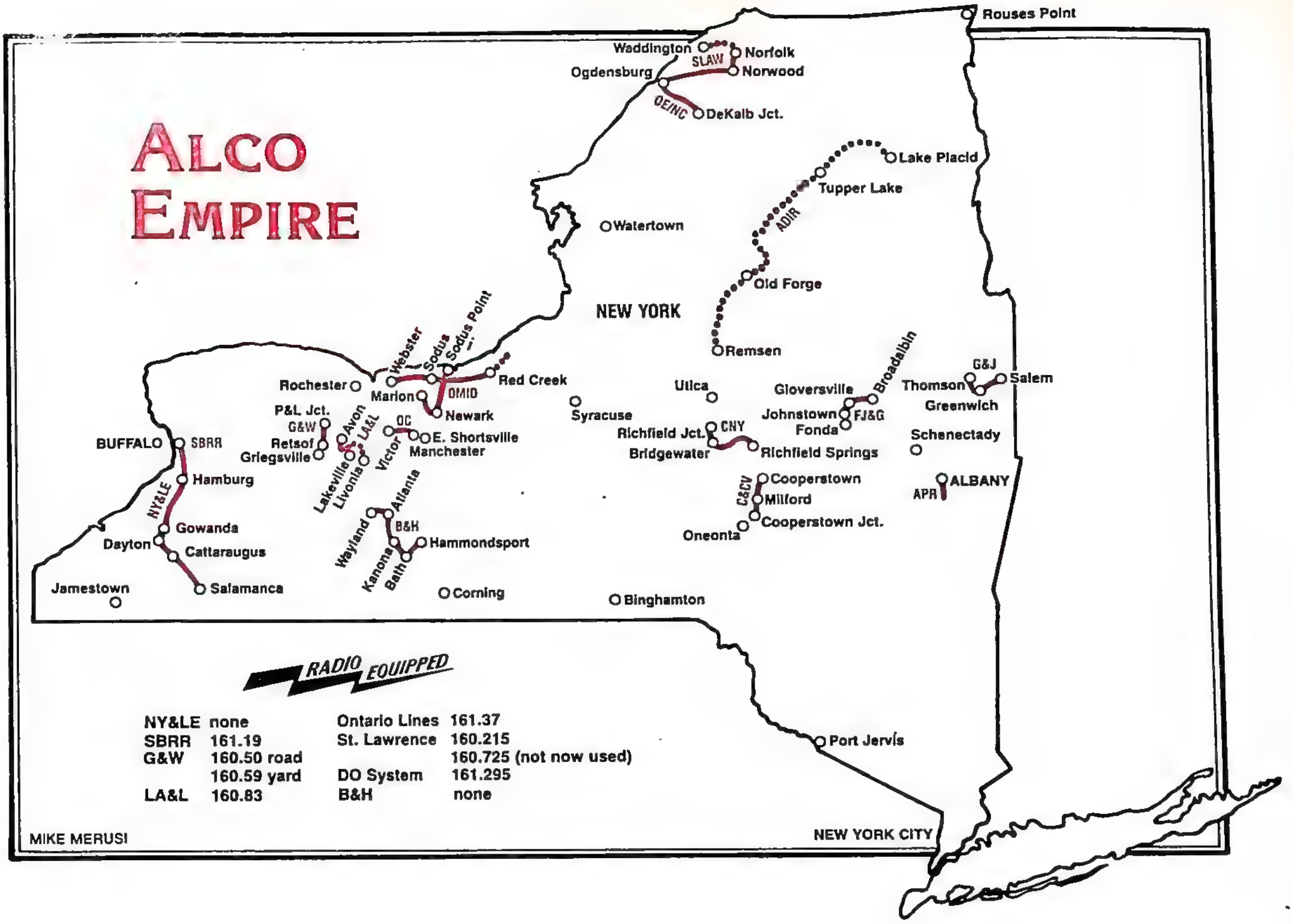
The early years were good ones for the B&H, and in 1911 the Erie acquired 100% interest in the short line. Its brisk passenger business along with grape products and the airplane engines from the Curtiss factory at Hammondsport was too much for the Erie to resist. However, with the closing of the Curtiss factory and the passage of prohibition with its resulting blow to the wine industry, it wasn't long before the Erie lost interest. In 1936 the B&H was once again independent.

Motive power through the years has been modest, with 2-6-0 No. 11 bringing an end to steam when it was replaced in 1949 by a new GE 44-tonner. A former-NC&StL 44-tonner joined the roster in the late 1950s, and it was not uncommon for the two center-cabs to double head on heavy trains. "Big" power came to the line in 1970 with the acquisition through George Silcott of Despatch Shops Alco S1 No. 5, originally NYC 872. It was followed in early 1971 by the Nickel Plate's only S1, No. 85, also acquired through Silcott, which became B&H No. 4 and permitted retirement of the last 44-tonner. The Alcos today are beautifully maintained in a stunning red, black and gold paint scheme.

From the handsome wooden depot on the shore of Keuka Lake in Hammondsport, the B&H dispatches its train. The two-man crew rolls their engine out of the nearby enginehouse at 8:00 a.m. on an as-needed basis, usually at least three days a week. They run south to Pleasant Valley, where the road's largest shipper, Taylor Wines, is located. Taylor receives tank cars of California wine concentrates which are blended with New York wines. The finished bottled wine, under both Taylor and Great Western labels, is then shipped out by rail and truck. The off-line Gold Seal Winery does the same sort of business from team tracks and has thus become the B&H's second largest shipper.

The original Hammondsport-to-Bath line runs through 9.23 miles of scenic countryside presenting several excellent photo opportunities running past homes and through a small farm adjacent to a picturesque duck pond. Route 54 and a series of side roads provide continuous easy access to the line. Al-

ALCO EMPIRE



though it was the Erie's old Corning-Avon line that gave the B&H its Erie connection and ownership interest at Bath, the dominant railroad in town was really the old DL&W. After the EL merger the Erie branch was abandoned and the DL&W main line downgraded to branch status. Conrail's desire to rid itself of the old DL&W beyond Kanona to Wayland led the B&H to more than triple its size in April 1976 when it became the designated operator for that 22 miles of line.

The B&H from Hammondsport swings onto the old DL&W "high iron" on the east side of Bath, its interchange point with Conrail. From Bath to Kanona they operate on trackage rights over Conrail to reach their segment of the line to Wayland. The line from Kanona to Cohocton crosses Route 15 several times and is dotted with DL&W cast iron mileposts and whistle boards, heavy steel bridges and distinctive Nineteenth Century depots at Avoca and Atlanta. At Cohocton the B&H services Birkett Mills, the largest buckwheat mill in the county, as well as Hazen Agricultural Products, a receiver of limestone and feed grain, and Texas Gulf which receives inbound agricultural chemicals and fertilizer. From Cohocton the line parallels Route 371 northwesterly out of town and is best followed by another series of country roads to Wayland. At the end of the line, the B&H serves the Gunlocke Chair Company, a manufacturer of chairs and office furniture.

DAVID MONTE VERDE

THE ADIRONDACK RAILWAY is now abandoned, but in June 1980 green RS3 No. 29 had passenger train No. 3, the *Adirondack Mountaineer*, northbound near Holland.

The Adirondack Railway

One of the most bizarre and short-lived of New York's Alco short lines was the Adirondack Railway, a reincarnation of the old New York Central branch from Utica to Lake Placid. Abandoned in the early 1970s, the 143-mile line was overhauled in 1979 with massive state funding as a passenger excursion line. While it did operate passenger trains to the 1980 Winter Olympics at Lake

TWO PHOTOS DAVID MONTE VERDE

Placid and put in one summer of regularly scheduled passenger service behind two RS3s and a rare RSC2, the tremendous expense and minimal revenues caused it to collapse in late 1980. While it lasted it was a railfan's delight with churning Alcos and elegant heavyweight passenger equipment, but its aftermath is one of political bungling and financial irresponsibility on an incredible scale. The equipment is presently up for auction and any further revival seems remote.

St. Lawrence Railroad

Moving northward to the valley of the St. Lawrence River we find the St. Lawrence Railroad, a company formed in 1977 to lease the properties of the old Norwood & St. Lawrence R.R. from Waddington to Norwood and the segment of the old Rutland from Norwood to Ogdensburg that had been under the control of the Ogdensburg Bridge & Port Authority. A subsidiary of National Railway Utilization Corp., the railroad's operations are directed by General Manager Roland McKee from a beautifully-appointed brick house at 1 Park Street in Norwood.

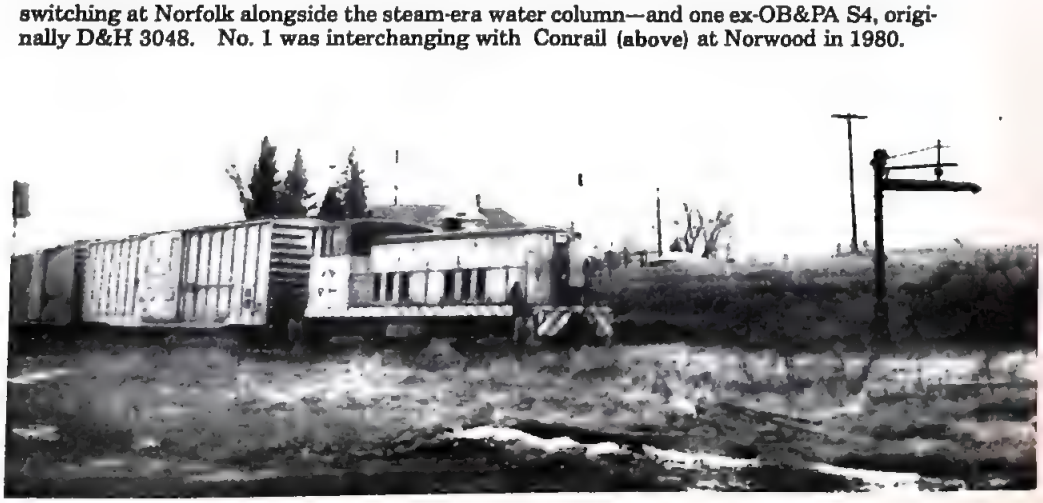
While the road's office is in Norwood, its locomotive facility is the old N&SL wooden roundhouse in Norfolk, four miles north. Ex-D&H S4 switcher No. 1 qualifies the St. Lawrence as an "Alco road," although it also has two ex-N&SL GE 70-tonners, 10 and 11. The locomotives are all painted National Railway Utilization's bright blue with red and white trim, the same as its fleet of approximately 1250 big boxcars. The Alco, originally D&H 3048, came to upstate New York in 1966 as the Ogdensburg Bridge & Port Authority's No. 1 to work the ex-Rutland line from Ogdensburg to Norwood (see Fall 1975 RAILFAN).

Back in 1973, the St. Regis Paper Company *gave* the N&SL trackage from Waddington to Norwood to the OBPA for a tax write-off and the St. Lawrence Railroad was organized in 1977 to take over both that line and the OBPA's line from Norwood to Ogdensburg. With no business left on the north end of the N&SL line, that track is now out of service from Waddington to Norfolk. In addition to the road's engine terminal, one of its biggest customers is located in Norfolk, the Chagrin Fibre Company, a manufacturer of specialty paper products and wrapping paper. With Chagrin taking over the former Specialty Papers plant in Norfolk in late 1981, the change has resulted in a notable increase in both inbound and outbound traffic.

Most of the other business for the St. Lawrence comes from Ogdensburg. The E.B. Eddy Company of Ottawa, Ontario, produces paper products in Canada which are trucked to the OBPA Warehouse in Ogdensburg for loading into St. Lawrence boxcars. In addition to business at the OBPA Marine Warehouse, the St. Lawrence operates a piggyback ramp at Ogdensburg, although the general state of the economy has the piggyback business something less than brisk for the time being. Ferro Products is a good customer at Ogdensburg, and Resin Sand receives numerous inbound covered hoppers. The St. Lawrence Psychiatric Center, also in Ogdensburg, fires its power plant with hopper loads of coal brought in.

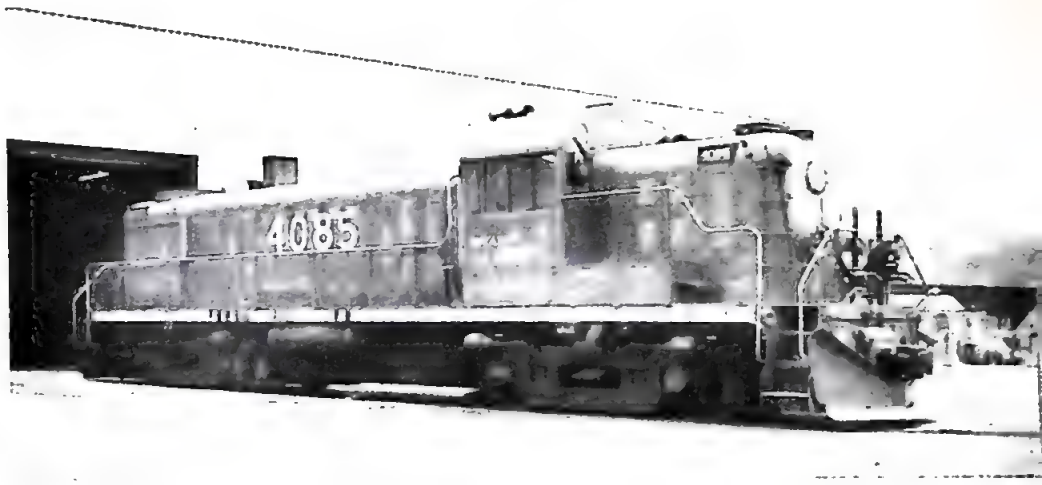
The St. Lawrence Railroad's only link to the "outside world" is its Conrail connection at Norwood, the old NYC

THE ST. LAWRENCE RAILWAY has two ex-N&SL 70-tonners—like No. 10 shown here switching at Norfolk alongside the steam-era water column—and one ex-OB&PA S4, originally D&H 3048. No. 1 was interchanging with Conrail (above) at Norwood in 1980.



line from Watertown to Massena. The old Rutland line rambles west out of Norwood crossing a flat deck inverted truss bridge parallel to Park Street. It crosses an identical bridge at Madrid and then passes an old depot at Madrid Springs before continuing through the rolling St. Lawrence valley to Ogdensburg. The railroad's one crew works five days a week, beginning at 7:30 a.m. at the Norfolk roundhouse. Power for their eight-hour shift can be either a 70-tonner or the Alco.

THE FORMER-NYC line into Ogdensburg operated briefly as the North Country R.R. with green and yellow T6 100 (ex-PRR 8429) leased from the Maryland & Delaware and shown at Ogdensburg in November 1980. In early 1982 the line will open as the Ontario Eastern with ex-D&H RS3 4085, shown on the Ontario Central on December 3, 1981.



TWO PHOTOS DAVID MONTE VERDE

Ontario Eastern/North Country

The city of Ogdensburg has long had the distinction of being served by two railroads that do not connect with each other due to the Oswegatchie River splitting the town. While the Rutland/OBPA/St. Lawrence comes into the east side of town, the old NYC also had its own branch up 19 miles from DeKalb Junction into the west side. The Diamond International paper mill provided the branch with a worthwhile amount of business until the company decided to close the Ogdensburg mill and combine its operations with the plant in Plattsburgh. With the paper mill gone, the Penn Central shut the branch down.

In 1979 the St. Lawrence Pulp & Paper Co. took over the Ogdensburg mill, and the North Country Railroad was organized as a designated operator to work the line. The trackage at that time was owned by the PC estate and leased to St. Lawrence County. The North Country was organized by Genesee & Wyoming Industries Management Co. and ATE Industries under the guidance of President W. Gifford Moore (former president of the Lehigh & Hudson River) and General Manager Jack Emerick. With a rare leased ex-PRR Alco T6 painted a very handsome green and yellow paint scheme derived from the old Maine Central livery—complete with pine tree herald—the North Country was in business actually before its prime customer, the paper mill. Standard Shade Roller provided an indoor storage track for the T6 in addition to receiving carloads of wood products. Supplemented with local agricultural business, the North Country ran for a while making one or two trips a week. The St. Lawrence Pulp & Paper operation of the Ogdensburg mill never got off the ground, and the North Country terminated its operations in early 1981, returning the T6 to its owners in Virginia.

About six months later, the mill was taken over by Sonoco Products, one of the nation's largest producers of reprocessed paper. With the railroad now safely under the ownership of St. Lawrence County, Rail Management Services and the Ontario Lines set up the Ontario Eastern to begin operation of the line in early 1982.

The Ontario Lines intend to assign the ex-D&H RS3 4085, presently on the Ontario Central, to the Ogdensburg line. The 4085 will be replaced on the OC by former-Buffalo Creek Bicentennial S2 No. 46, which is presently on lease to North American Car at the old LV shops in Sayre, Pa. (the 46 had been leased to the New York & Lake Erie from April 1980 to June 1981).

Since the railroad is not yet running, operational details are not available, but geographically the line follows Route 812 south out of Ogdensburg and crosses it at Heuvelton, passing an old depot being used by a farm machinery dealer. From there it goes cross country to Rensselaer Falls, where it runs parallel to a country road interurban-style as it heads for DeKalb Junction. At the junction there is a full wye interchange with a quaint former-NYC depot on the south leg.

Delaware Otsego System

Back in 1966 a group of businessmen and railfans in Oneonta purchased 2.6 miles of the NYC's old Ulster & Delaware and began a steam tourist railroad using an ex-Virginia Blue Ridge U.S. Army 0-6-0, calling their operation the Delaware Otsego R.R., or simply the "DO Line." Their general manager was a 22-year-old law student named Walter Rich, and he kept the railroad running until a highway bypass construction project wiped the line out in 1970. Late that year the DO Line took over the D&H's 16-mile Cooperstown branch, and in 1971 it began steam tourist operation as the Cooperstown & Charlotte Valley. When the freight business on the C&CV proved much more lucrative than the steam passenger business, a short line empire was in the making.

Today, Walter Rich is president and chief executive officer of the Delaware Otsego System, a group of five well organized and reasonably prosperous short lines: the C&CV; Central New York and Fonda, Johnstown & Gloversville in New York; the Lackawaxen & Stourbridge in Pennsylvania and the New York, Susquehanna & Western in New Jersey. The system operations are headquartered in Cooperstown in a

THE DELAWARE OTSEGO SYSTEM operates its New York lines with burgundy and gold RS's. RS2 100 (ex-D&H 4022) was at Milford on the C&CV in July 1980 lettered for the stillborn Kingston Terminal; it's now on FJ&G and NYS&W RS1 238 is on C&CV. .

JIM SHAUGHNESSY

beautifully refurbished 19th Century former-D&H depot, and all railroads but the recently-acquired Susquehanna are exclusively Alco-powered.

The Delaware Otsego System's operations are coordinated through an intricate radio system, permitting the Cooperstown headquarters to dispatch trains and maintenance personnel on all the lines. There are telephone-controlled repeaters on the NYS&W and FJ&G and an antenna at Oneonta which gives direct access to the C&CV, CNY and L&S. The communications system is highly lauded as a time saver, and "time is money." The DO System has also designed a computerized waybill system to eliminate a large amount of tedious paperwork. The three-part form provides a copy from the home road, one to accompany the car, and an original for Cooperstown. Trains have two-man crews, with the conductor-brakeman also functioning as a floating agent. As one official put it, "If I could find a place to mount a typewriter in the cab, each of our engines would have one."

Delaware Otsego also has its own police department. In addition to keeping the property secure and deterring vandalism, the mobile police officers are also freight claims representatives.

All of the Delaware Otsego Alcos except the FJ&G switchers and the NYS&W units now wear the company's handsome burgundy and gold colors (see page 2, January 80 R&R for color photo) with DELAWARE OTSEGO SYSTEM on their long hoods and the individual railroad's initials on their cabs.

Cooperstown & Charlotte Valley

The C&CV became the nucleus of the DO System when the steam tourist operation moved in 1971 onto the D&H Cooperstown branch. From Cooperstown Junction on the D&H Mechanicville-Oneonta main line, the C&CV (reporting marks CACV) closely follows Route 28 as it winds up the floor of a broad valley through Portlandville and Milford to Cooperstown.

The close proximity of trees and houses and the picturesque depot in Cooperstown afford the photographer numerous picture opportunities within the historic village. This photogenic crowding, however, made building an engine facility in Cooperstown impossible, so the C&CV's metal enginehouse is in Milford, midpoint on the line.

The C&CV's biggest customer is Husky Industries, an off-line producer of charcoal and briquettes located in Grand Gorge that unloads lignite from a trestle in Cooperstown. Although they are doing little rail business at the present time, Koppers was a good customer of the C&CV shipping raw railroad ties to a treating plant in New Hampshire. Bruce Hall in Cooperstown receives coal and building materials, and several Agway plants are located on the railroad as well.

The C&CV name is probably best known outside its own area for its presence on a fleet of impressive all-door boxcars which were acquired primarily for the Treadwell Lumber sawmill at Portlandville. Delaware Otsego owns 108 of the Evans and Thrall cars which are lettered variously for the C&CV, FJ&G and Delaware Otsego itself, with CACV or FJG reporting marks. With the building industry and carloadings down, many of the all-door cars are presently assigned off-line.

Ironically, the "home" road of the DO System is the only one that does not have a locomotive lettered for itself; black and yellow Susquehanna RS1 238 is presently the C&CV motive power. The line had been previously operated with RS2 100 (originally D&H 4022), which for a time was lettered KTER for the stillborn Kingston Terminal, another proposed DO line. Prior to the burgundy KTER scheme, the 100 had been in a solid blue with yellow CACV scheme, and before that in the D&H blue and gray "lightning stripe" with the C&CV road name spelled out on its long hood.

A two-man crew is called at 8:00 a.m.

ALCO EMPIRE

at the Milford enginehouse to run the C&CV on an as-needed basis, but with business way down at the present time, the days of operation are unpredictable.

The little steam locomotive that started it all, Army 0-6-0 No. 2, is still stored outside the Milford shop, and the excursion coaches are at the Cooperstown depot. The last steam excursion run was in 1975.

Central New York

Heading north on Route 28 from Cooperstown will bring you to Richfield Springs, where the Central New York keeps its ex-D&H RS3 101 in a one-stall enginehouse on Lake Street at what was once the end of the old DL&W's 22-mile Richfield Springs branch. Brought into the Delaware Otsego family in December 1973, the DL&W line boasted six passenger trains a day in the 1920s, but it subsequently simmered down to serving the basic agricultural needs of the area.

The I.L.Richer Feed Co. and Suburban Propane are the CNY's customers in Richfield Springs. The line strikes out northwestwardly to South Columbia, where Key Fertilizer receives inbound loads of liquid fertilizer. The railroad then meanders through some hilly country to West Winfield, where the Agway Feed Co. is the line's biggest customer. Another bulk feed receiver, Brown Feeds, is also located at West Winfield. Running south of Route 20, the railroad curves northward and crosses the highway at Bridgewater, just before passing an 1890-era DL&W depot. From there it follows Route 8 north to Richfield Junction at Cassville, where the CNY has its interchange with Conrail's former-EL Utica-Binghamton line. The interchange at Richfield Junction is an interesting place for photos, but it is rather difficult to find. Going north from Bridgewater on Route 8 you will cross over the Conrail Utica branch; just at the bottom of the bridge is a sharp right turn which will lead you to the junction (Jim Shaughnessy's "Snow day" in the March 1981 R&R details a day's operation on the CNY.)

Incidentally, before being repainted into the DO standard burgundy and gold in 1980, the CNY (reporting marks CNYK) RS3 101 had been painted blue with a gray underframe and lettered CENTRAL NEW YORK in New York Central-style block lettering.

Fonda, Johnstown & Gloversville

Probably the most prosperous of the three DO Lines in New York is the Fonda, Johnstown & Gloversville, an old short line that once ran a dual railroad system with a steam freight railroad running from the New York Central main line at Fonda some 27 miles north to Northville (plus a ten-mile branch eastward to Broadalbin) and a separate interurban system stretching up the Mohawk valley from Schenectady to Fonda, Johnstown and Gloversville. The electric line perished in 1938, and the Sacandaga Reservoir project in 1928 flooded the north end of the steam line above Broadalbin Junction, making the branch terminus of Broadalbin the new "end" of the line.

Two Alco S2 switchers, 20 and 21, were purchased in 1945 and 1946 to dieselize the FJ&G, with its last steam locomotive, 0-6-0 No. 14, scrapped in 1956. Interestingly, an ACF gas-electric motor car built by Brill in 1929 for the Huntington & Broad Top Mountain and acquired by the FJ&G in 1938 was used on two trips a day until 1960 to fulfill the mail contract between Gloversville and the NYC trains at Fonda. The railroad even ran a mixed train behind the Alcos from Gloversville to Broadalbin until July 1956 (see PHOTO LINE).

The FJ&G was bought by Delaware Otsego in January 1974, and it is presently being worked with RS2 100 and RS3 103. The two original FJ&G S2s were stored at the Gloversville shop in their original colors until December 1981, when they were shipped down to the NYS&W shop at Little Ferry, N.J., for overhaul. One of the two RS's is kept at the enginehouse in Fonda alongside Conrail's ex-NYC main line, while the other is often kept at the Gloversville shop in warm weather or stored indoors at the Coleco plant at Broadalbin Junction when it gets cold.

The FJ&G works at least five days a week—weekdays—and may work on weekends if traffic demands. The two-man crew will usually report to the Fonda enginehouse at 6:30 a.m. The line climbs northwestward out of the Mohawk River valley a little over four miles to Johnstown, and the line can be followed from a series of country roads off Route 30A.

Karg Brothers Tannery in Johnstown is the line's largest customer, receiving 50-to-60 carloads of hides each month for processing. Five miles on up the line is Gloversville, where Delaware Otsego uses the old FJ&G shops as system headquarters for locomotive and freight car maintenance. The huge old depot at Gloversville still has a large neon FJ&G sign on it, hinting at the road's passenger and interurban heritage.

Three-and-a-half miles northeast of Gloversville is Broadalbin Junction, home of the road's second largest customer, Coleco Industries, which receives covered hoppers of plastic pellets which are processed into swimming pools, toys and electronic games and shipped out by rail. Quaint freight and passenger depots survive at the end of the line at Broadalbin—although the passenger depot is no longer owned by the railroad. The Martin Lumber mill trucks lumber to Broadalbin where it is

THREE PHOTOS DAVID MONTE VERDE

BURGUNDY RS3'S give the Delaware Otsego lines a strong family look. The Central New York 101 (ex-D&H 4088) was working the Conrail interchange at Richfield Junction on July 11, 1980. With one of the system's famous all-door boxcars behind, FJ&G's ex-Roberval & Saguenay RS3 103 was at Broadalbin on March 3, 1980.

Last day of the G&J . . . almost

One of New York's Alco short lines ceased operation by the authority of the Greenwich & Johnsonville Railway bulletin dated October 26, 1981:

> GREENWICH & JOHNSONVILLE RAILWAY EMBARGO #3-81 EFFECTIVE NOVEMBER 15, 1981, ACCOUNT OF TRACK CONDITIONS EMBARGOES ALL TRAFFIC ORIGINATING, CONSIGNED AND RECONSIGNED TO AND FROM ALL CONSIGNEES ON THE G&J RAILWAY.

Also, a D&H bulletin dated October 26, 1981, read:

> EMBARGO #6-81 EFFECTIVE NOVEMBER 15, 1981, ACCOUNT OF TRACK CONDITIONS EMBARGOES ALL TRAFFIC ORIGINATING, CONSIGNED AND RECONSIGNED TO AND FROM ALL CONSIGNEES AT ALL STATIONS ON THE D&H WASHINGTON BRANCH.

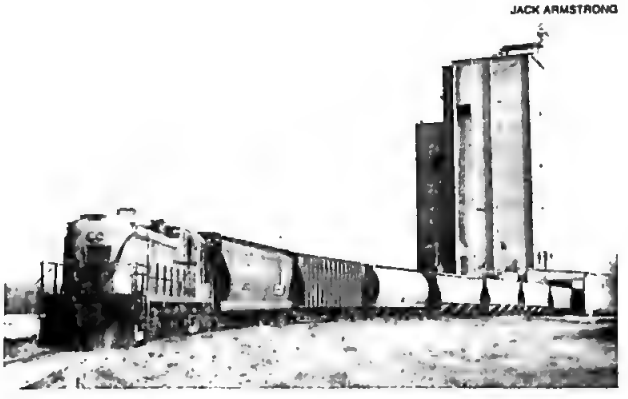
I called the G&J agent on Monday, November 9, to inquire when the last run would be, the agent stated that as far as he knew the last run would be on Friday, November 13, 1981, and that the crew would go on duty at 9:00 a.m.

Friday the 13th dawned cold but with crystal-clear Kodachrome blue skies. I arrived at the G&J enginehouse at Greenwich at 8:30 a.m., and RS3 4116 was already outside, running. Shortly after 9:00, 4116 headed west, light, to the paper mills at the western end of the line at Thomson, picking up seven cars, returning to Greenwich around 10:30 a.m. It then picked up an additional five cars that were in the G&J yard and headed east to the D&H connection at Greenwich Junction. Arrival at the junction was at 11:30 a.m., and the twelve cars were coupled on to four D&H gons already sitting on the Washington Branch main. Three Conrail covered hoppers of feed were picked up, as the last revenue westbound left the junction for the short journey (approximately one mile) to the Agway feed mill just west of the junction. Six cars were in the mill, three loads and three empties. The three empties were taken out and set on the G&J main, while the three loads and the three Conrail covered hoppers were put back into the mill. The 4116 headed light back to Greenwich, and the crew called it a day.

While switching Agway I had a chance to chat with the G&J crew. That day, November 13, would have been the last run, but Agway fouled things up by not getting the cars unloaded in time. Last run would take place the following Monday or Tuesday, November 16 or 17, depending on when Agway had the cars unloaded . . . most likely Tuesday the 17th, they said. I cannot confirm the actual last run, since the weather was terrible both Monday and Tuesday and I felt it was not worth the trip, last run or not.

In early 1980 a group of Albany area railfans-railroaders known as the Mohawk & Hudson Transportation Systems proposed to form a new short line, the Greenwich & Northern, to take over operation of the G&J and 52-mile D&H Washington Branch, however, they could not get funding.

Another note. The New York Department of Transportation began a highway improvement project this spring on N.Y. Route 22 at Greenwich Junction. The highway overpass over the Washington Branch was removed and replaced by a rubberized grade crossing, and the G&J grade crossing of N.Y. 22 was also rebuilt and was still under construction on November 13th. Also part of the project, the south leg of the wye connecting the G&J to the Washington Branch was moved several hundred feet south, and an addition siding was built along the east side of the Washington Branch. Ironic timing—JACK ARMSTRONG.



THE NEXT-TO-LAST DAY of G&J operation finds RS3 4116 spotting the last cars at the Agway mill in East Greenwich.

loaded into more of those all-door boxcars, and also at Broadalbin is Fibre Conversion which ships out fibre materials.

Greenwich & Johnsonville

Visiting the big D&H/B&M yard at Mechanicville, you might be lucky enough to see an orange RS3 with black stripes and lettering reading GREENWICH & JOHNSONVILLE working a switch job on the D&H. Prior to November 1981 that RS3 would have been working its namesake railroad about 30 miles north of Albany on the east side of the Hudson River, but since that time the G&J has been embargoed. The G&J, a wholly-owned subsidiary of the D&H, ran 16.9 miles from Greenwich Junction to Greenwich and Thomson, serving feed mills and some paper mills in the Thomson area. The orange RS3, 4116, was the line's sole motive power.

The G&J has been up for abandonment or sale for over a year, and at least one short line operator, Mohawk & Hudson Transportation Co., made an offer for it, but money seems to be the stumbling block. When the Georgia-Pacific paper mill in Thomson shut down, the G&J terminated operation and the RS3 and similarly-painted wood caboose returned to service on the D&H. While there is reasonable business potential on the line, the need to do some expensive track maintenance reportedly made continuing service prohibitive.

ALCO EMPIRE

J.M SHAUGHNESSY

THE ALBANY PORT RAILROAD works the Hudson River waterfront with bright red and white S2 No. 1 (former D&H 3015). It is shown here at the Cargill elevator on August 16, 1980. The road is owned and alternately operated by D&H and Conrail.

Albany Port District

Tucked along the west bank of the Hudson River on the south side of the city of Albany, a bright red and white Alco S2 switcher works amid the grain elevators and other industries within the Albany Port District. The Albany Port Railroad is jointly owned by the D&H and Conrail, and its operation alternates between those two roads on a month-to-month basis.

A public road loops through the port facility, and the APR's enginehouse and office is near the Seaboard Allied Milling and Cargill elevators. They work five days a week and on weekends when needed with the ex-D&H 3015, now numbered APR No. 1. Business on the line comes from either Conrail or the nearby D&H Kenwood Yard (some of the customers in the area, such as the Mobil TankTrain terminal and the Volkswagen loading facility are actually on D&H or Conrail proper, rather than the Port railroad). Probably the biggest customer of the APR is the Seaboard Allied Milling elevator, which receives 60-car unit grain trains of SAMX cars. Barber-Bennett Feeds and Cargill also have big facilities and there quite a number of other firms served by the railroad in the Port District, including the Schiabo-Hudson scrap yard. Obviously, the Albany Port Railroad doesn't quite qualify as one of the state's pastoral back-country short lines, but a bright red Alco snorting for all its 539 is worth on a long cut of grain cars definitely deserves some consideration.

GREENWICH & JOHNSONVILLE operated orange and black RS3 4116, here at East Greenwich on March 3, 1980, until the line was embargoed by track conditions.

DAVID MONTE VERDE

Alcos in New York

It is appropriate that the short lines that surround the old Alco plant in Schenectady should retain a loyalty to that local institution's products. While we have defined this article to exclude coverage of the metropolitan New York City area, one should not forget that the New York Dock Railway has a fleet of Alco switchers and the commuter-hauling Long Island uses FA cab units converted into control cab power cars. Elsewhere in the state, the Delaware & Hudson fields one of the nation's largest and most diverse fleets of Alco road power. It seems that the Empire State's railroads have been believing in the slogan "Made in New York" long before the Madison Avenue folks began bombarding the television viewers with it. Long may they burble.

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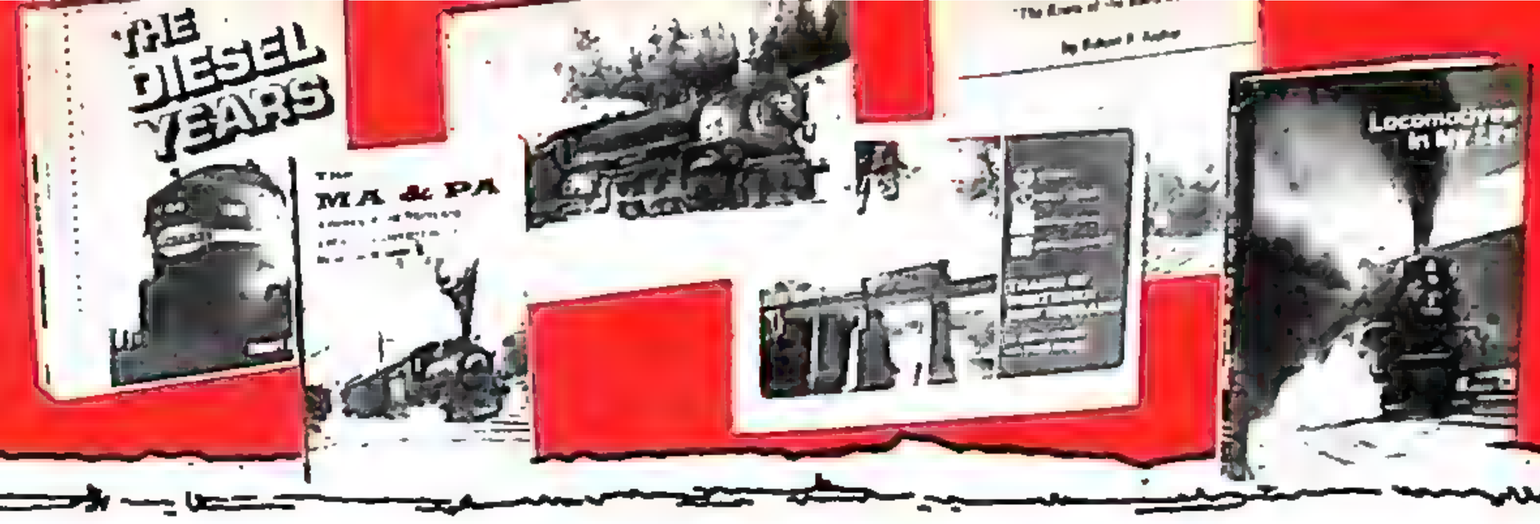

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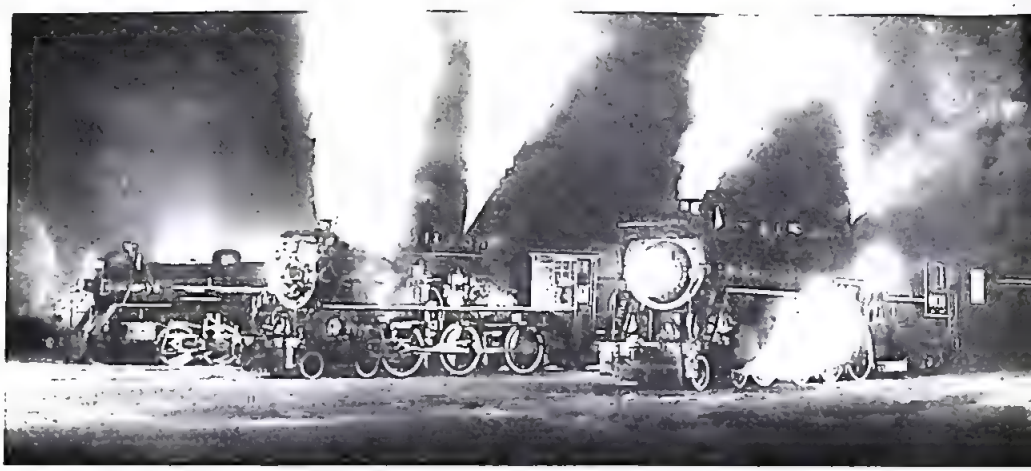


STEAMTOWN RAILFAN WEEKEND 1981 featured direct steaming of display locomotives that have been refurbished this summer. The "CNR line-up" had GTW 4-8-2 6039 and CNR 4-6-4T and 2-8-2.

Steamtown does it again!

As you know if you've been reading this magazine over the past few years, Steamtown's Annual Railfan Weekend in October has never failed to be a sterling event for steam fans. The 1980 weekend, covered in "Surprises at Steamtown" in the March 1981 R&R, was the first under the management of Steamtown's new Director Don Ball, and at that time it took on some interesting new aspects like static steaming of otherwise dead locomotives specifically for the night photo session and an overall recommitment to improving the attractiveness of the equipment (the entire passenger consist, for instance, was painted and lettered CPR to match the locomotives).

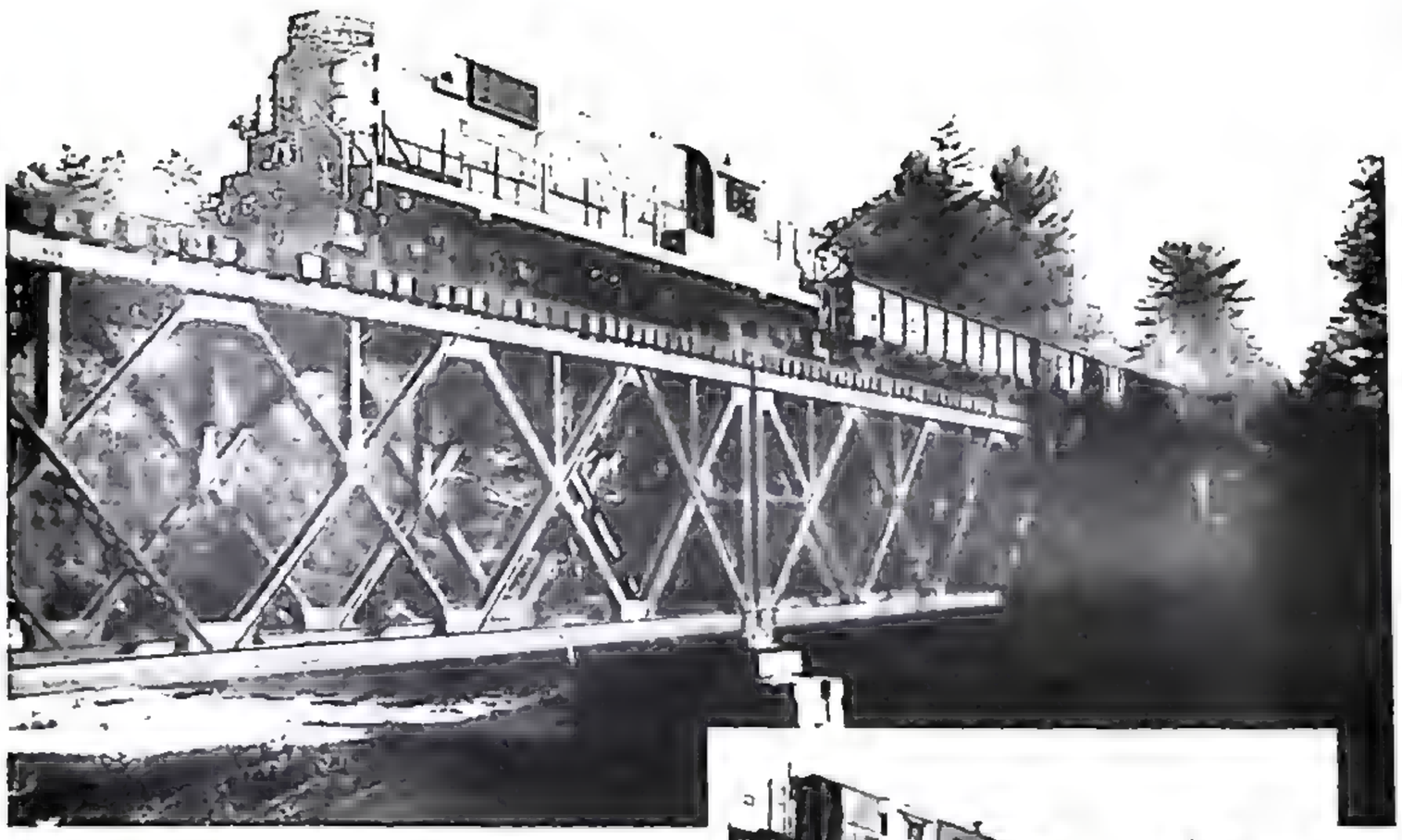
1981 was a difficult year for Steamtown, though, as the Federal "time" had run out on all three of the workhorse CPR G5 Pacifics, and the one serviceable engine, the big CPR G3 2317, was too heavy to make the regular tourist run all the way to Chester. Money was tight, and Ball decided to spend the year "putting the miles back in" both the running and display equipment. No trains were run for the bulk of the season, and when the Chester tourist run was reinstated in September, it was with a Green Mountain diesel—an Alco, though. All the efforts of the steam mechanical force were concentrated on getting G5 1246 up to FRA standards, and additional expert help was brought in to expedite the job.

Railfan Weekend, October 24-25, 1981, was to be the culmination of all the work and dramatic evidence that Steamtown was, indeed, getting its house in order. But as summer turned to autumn, steam could not be absolutely guaranteed for Railfan Weekend. Although there was nothing wrong with her, the 2317 would "outlaw" on her Federal time just before the Weekend and would require a reinspection—about a two week job—but there was no manpower available to do it and still complete work on the much more badly needed 1246. And there was no guarantee that the work on the 1246 could be completed in time.

So, rather than cancel the Weekend, Director Ball went to work on the railroads in his area and got commitments for a variety of diesel power to be donated for the Weekend to be able to put on a spectacular, if potentially steamless, show. As the date approached, the FRA gave the 2317 a 45-day extension on its inspection, which would permit her to run for the Weekend. The diesels began arriving at Bellows Falls on Friday evening, as the steam crew was making the last adjustments and test runs on the 1246. The Weekend would be able to field two live steam locomotives and five exotic diesels!

The two days of rain which preceeded the Weekend ended Friday night, and Saturday was a beautiful, crisp, late autumn day. The morning parade of trains began with Central Vermont RS11—fresh out of the St. Albans paint shop—making a runby with the long CPR passenger train, followed by red and white Vermont Railway RS3 603 on another passenger consist. Then came D&H blue and yellow RS3 4126 pulling an EL business car followed by Green Mountain's ex-Rutland RS1 405 on a seven-car mixed train with a CPR combine on the rear. This was then immediately followed by the big CPR G3 4-6-2 2317 on the mixed consist. Contrasting with the mixed train of vintage cars (supplied by the B&M, comprised of three gons, a bulkhead flat, covered hopper and two boxcars), the "freight train" which came next behind the 1246 consisted of 15 matched 50-foot fishbelly Green Mountain boxcars. The morning parade was climaxed by two runbys with the 2317 and 1246 doubleheaded on the freight train.

The afternoon activities began with runbys with the 1246 along the river in downtown Bellows Falls, while a diesel-powered freight "staged" itself up the line. Then the 1246 and passenger train carried the participants up to the Rockingham bridge where there were



DIESELS were a surprise attraction at Steamtown with GMR RS1 405 on a mixed (**below**) and CV RS11 3611 on freight on Rockingham bridge.

STEAMTOWN PHOTOS JIM BOYD

posed shots and runbys with the CV RS11 on the head end of the 22-car combined mixed and freight consists with the D&H RS3 pushing on the rear, the 1246 on the passenger train, and the Green Mountain RS1 with the EL business car.

Then everybody boarded the train again for the run to the water treatment plant crossing just outside Chester and a runby again with the 1246 on the passenger train. Instead of stopping after the runby, the 1246 continued on into Chester to swap consists for the next two runbys. In breathtakingly beautiful late afternoon sun, the 1246 then did two runbys with the 22-car freight consist in tow! The CV RS11 brought the passengers home at dusk.

The night photo session was one of the most extensive I've ever been called upon to do. The first set-up involved all five of the visiting diesels, with the GMR RS1 on a freight, the CV RS11 on a passenger and the VTR RS1, B&M GP7 and D&H RS3 on a caboose hop. With the help of Marc Balkin and some huge No. 3 flashbulbs, we were able to carry it off (see page 67 for color).

The next group set-up framed three steam locomotives, all dead but direct-steamed from the 1246 which was just out of the picture. The "Canadian National" roundhouse scene had GTW 4-8-2 6039 and CNR 4-6-4T 47 and 2-8-2 3377 radially off the turntable and steaming with headlights, class lights and cab lights aglow. The final scene had CPR Jubilee 4-4-4 2929 posed on the turntable with the 1246 on the lead track behind it (I threw flash from inside the turnta-

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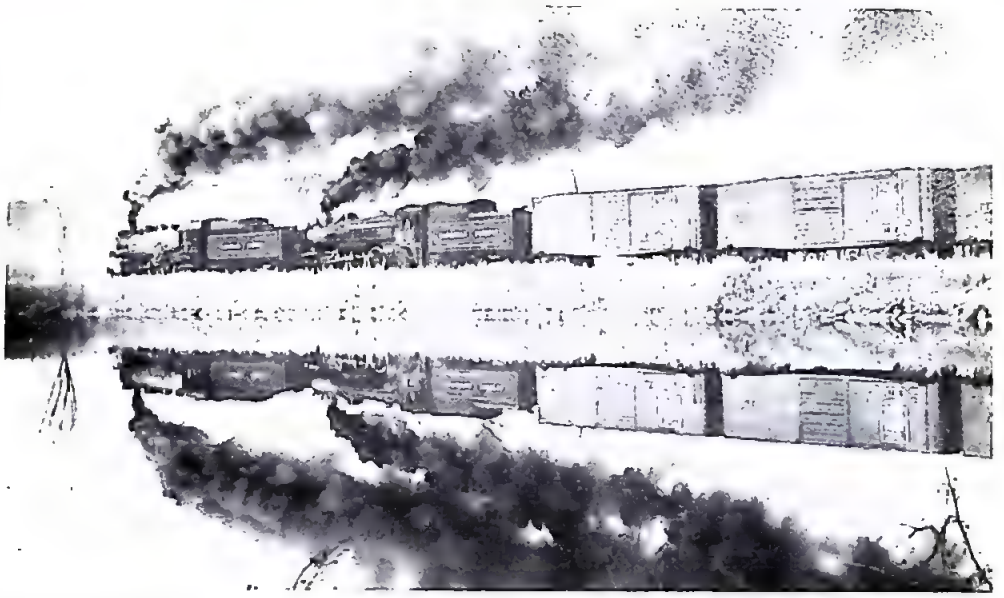

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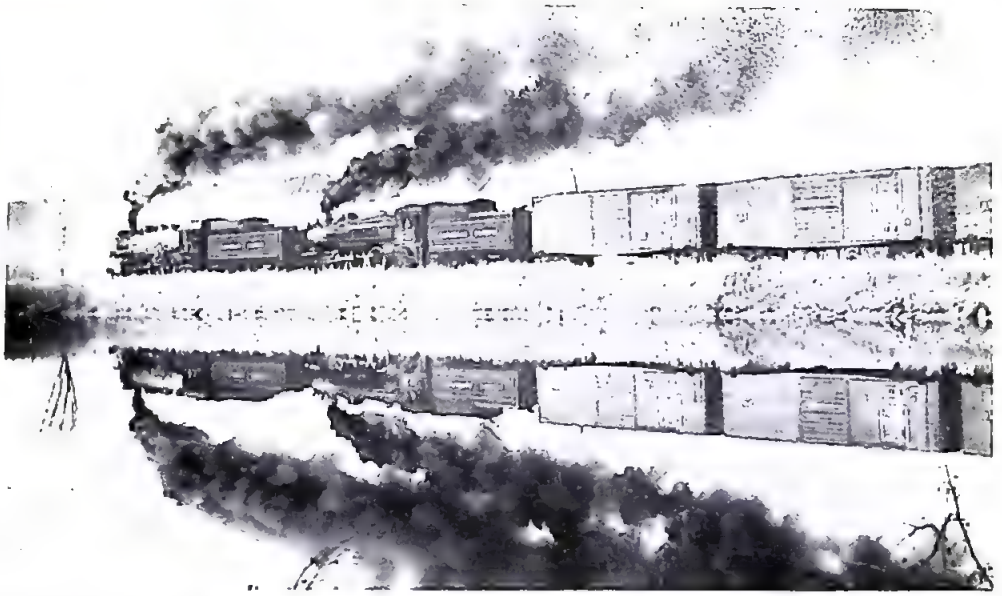

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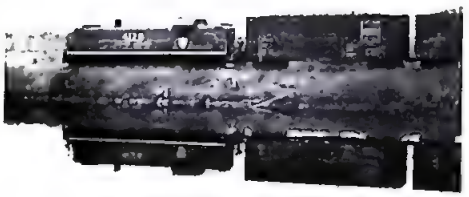

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Albert C. Kalmbach, 1910-1981

Albert C. Kalmbach

Of the pioneers of the railfan/model railroad fraternity, few have left a more lasting mark than Al Kalmbach, who died on October 14, 1981, after a long bout with Parkinson's Disease. Born in 1910 in Sturgeon Bay, Wisconsin, Al began his journalism career by working part time for the *Milwaukee Journal* in 1928. In 1934 he founded Albert C. Kalmbach & Co. and began publication of what has turned out to be the most prosperous and enduring magazine in the rail hobby field: *Model Railroader.*

In 1941 he introduced *Trains* Magazine, which set new high standards for railfan-oriented publications. Kalmbach edited and contributed to both MR and *Trains* over the years and has been very active in model railroad, rail hobby and hobby industry organizations. In the past decade his illness forced him into relative isolation, but the magazines he created became an integral part of the firm foundation of the rail and model hobbies. Even to those who could never have known him, Al Kalmbach's name has become a household word.

Transit Topics

Steve Maguire's death last September was sudden and unexpected, and he did not have a column prepared at that time for publication, which is why the column was not included in either the January or this issue of the magazine. Rather than hastily jump in to try and fill the breach, we decided to await

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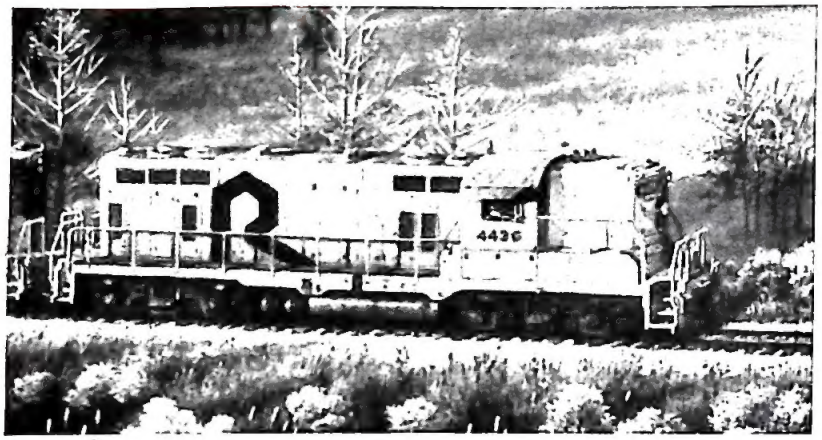

● **THE LAST HOURS OF THE ROCK:** Artist Bob Karsten watches the Rock Island depart Ruston, La., on its last day of operation. He looks at the people whose lives were affected and provides us with a color cover painting.

● **A HISTORIC MOMENT ON HORSE SHOE:** Photographer Jim Panza was on hand for the last four-track/four-way meet on Horse Shoe Curve as an Amtraker, a freight and a rail train converged on the work train ripping out the fourth track. When the work train departed, the fourth track and forever the possibility of another such meet was gone.

MAY 1982 ISSUE ON SALE MARCH 23

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reader reaction and simultaneously put out some feelers on a possible replacement traction columnist. Filling Steve Maguire's shoes will be a big task, and we have been investigating the qualifications of a number of potential authors.

As of early December, we have made the decision to continue a traction column of the same general format as Maguire's, and we have narrowed the field down to a couple of serious candidates. We hope to be able to make a formal announcement of the new columnist by the May 1982 issue, and we will begin running the column as soon as the new contributor can get "on line."

J.

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KODACHROME: DAVE HARDIE

THE ATLANTIC CITY, WYO., shop and loading area is not accessible to railfan photographers, but in July 1978 Dave Hardie got permission from U.S. Steel to take this photo and those on pages 30-31 for the specific purpose of a magazine article. Here an A-B-B-A set of F7s is on the shop lead with the taconite loading structures in the background. Visible beside the shop at left is truckless F7 body BN 734, nee NP 6014D, used for parts.

KODACHROME: MIKE LOVELESS

NORFOLK & WESTERN Class J 4-8-4 611 was removed from the Roanoke Transportation Museum (right) on October 16, 1981, bound for the Southern's steam shop in Birmingham, Ala., and overhaul for service by next year.

STEAMTOWN RAILFAN WEEKEND turned be an unexpectedly spectacular diesel show on October 24, 1981, with Green Mountain RS1 405, Central Vermont RS11 3611, Vermont Ry. RS3 603, B&M GP7 1567 and D&H RS3 4126 all lined up for the night photo session at Bellows Falls, Vt.

KODACHROME: JIM BOYD

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In November 1981, they were auctioned off and the Illinois Railway Museum secured one train set at a cost of about $17,000. Additional expenses involved in moving and housing this famous train will run to $30,000.

Your financial contributions are urgently needed to save this legendary train! We ask that you dig deep. The museum will accept contributions by cash, check or moneyorder — or will arrange with you for deferred payment by pledge, Visa or Mastercharge. All contributions are fully tax deductable and will be acknowledged with a special certificate.

In addition we offer to all donors of $1,000 or more a gift reproduction casting of the Electroliner front plate, or of a side plate from a companion Silverliner car; for donations of $500, a reproduction trolley gong; for gifts of $100 or more a large selection of original North Shore Line tickets. Write us soon. And join the museum. It costs only $8.00 per year.

Electroliner Fund
Illinois Railway Museum Box 431 Union, Ill 60180

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